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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, OCTOBER 12, 1832.

In our last we commenced the publication of a collection of facts, which were made a few years since and published by order of Congress, in relation to the culture of silk. We shall continue to publish, weekly, such information as we may be able to collect. It is a subject of far greater importance to the prosperity of this country, than is generally supposed.

As our means of information upon this subject, at present, are rather limited, we shall be greatly obliged to any person who will furnish us with facts, that may be useful or interesting, in relation to it.

We have received the first number of the "FARMER AND MECHANIC," a semimonthly newspaper, in quarto form, devoted to Agriculture and the Mechanic Arts, published by Mr. L. R. Lincoln, at Cincinnati, Ohio. The mechanical department of the paper is well executed, and the Editor, who is the Secretary of the Hamilton County Agricultural Society, will undoubtedly make it a valuable source of information to those who take an interest in promoting the cause to which it is devoted.

We make a few short extracts from this number, and shall frequently avail ourselves of its contents, as we may find them interesting to our readers.

BALTIMORE AND OHIO RAILROAD.—We find in the Baltimore papers the "Sixth Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company." This document has been looked for with much anxiety, by the friends of the Railroad, and the community at large, as a great desire has been felt to know what course would be pursued by the Company, in consequence of the refusal of the Chesapeake and Ohio Canal Company to permit them the right of way past "the Point of Rocks" and to Harper's Ferry.

The Report has been made; and from it the friends of the Railroad will learn, that although the point in doubt is not definitively settled, yet it speaks with confidence of the ability of the Company ultimately to complete the Railroad to the Ohio, as at first contemplated, and within the original estimate of \$20,

000 per mile. The friends of Railroads will be highly gratified with this Report, as it shows conclusively that the fears of many, who were not acquainted with works of the kind, are groundless; that for all practical purposes of transportation, it will fulfil the most sanguine expectations of its warmest friends.

It came to hand at a late hour for this number of the Journal; yet we are unwilling to delay its insertion, although we are compelled to divide it, and also to exclude other matter prepared for this number.

For the convenience of those who may not have leisure to read the Report at once, we give from the Baltimore American a summary, as preferable to anything we have to offer.

The Railroad as completed extends from the City Block, Baltimore, to the Point of Rocks on the Potomac river—69 miles. To this must be added the lateral road to Frederick, 31.2 miles more; making the total line of road completed 72 1/2 miles. Of this distance, from the Depot on Pratt street to the western bank of the Monocacy (56 1/2 miles) is laid down a double track of rails; thence to the Point of Rocks (11 1/8 miles) on the lateral road to Frederick (3 1/2 miles) and from the Depot to the City Block (1 3/4 miles), the track is single. The whole number of miles of single track laid down is 139 1/4, or excluding turnouts, sidings, &c., 130 1/2; and it is a matter of some importance that the expense of constructing them has fallen \$93,934 70 below the estimate in the last annual report. On this distance, every variety of construction has been tried. About 89 1/2 miles are laid on wooden strings and sleepers, at an average cost of \$4,429 81 per mile; nearly 6 miles upon wood string pieces and stone blocks, at \$5,547 51 per mile;—and about 34 upon stone sills at \$7,193 14 per mile. Every variety of transportation and of power has been tested, and ample opportunity afforded for judging accurately of all the facts connected with the future progress of the road. With this experience, the Directors announce, not as a speculation, but as a demonstrated fact, that the whole cost of the road to the Ohio, excluding in the average, the great outlay of the first division, will fall within the original estimate of \$20,000 a mile. This is an important item of intelligence, which cannot but invigorate the stockholders with increased zeal and confidence.

Not only do the Board of Directors give this encouraging account of the progress of the construction of the work, and the diminution of expense with which it has been attended, but they state with equal confidence, that all their expectations of its importance and value have been realized. The Potomac was looked to as the point at which its utility would be tested, and it has stood the test triumphantly. Since the period when it was first used for transportation, all kinds of agricultural productions, even those for which railroads were considered to be unavailable, have been brought down to market with profit. Lime, timber, lumber, fire-wood,

and even paving stones have been made articles of traffic,—and articles of like kind, coal, plaster, bricks, &c. have been sent into the interior. Forests and quarries have been brought into use and profit, by its means, and a few months have served to demonstrate its applicability to purposes not contemplated in the original estimates. With these honorable and gratifying results before them, the Board of Directors have just cause for pride and congratulation in the success of their great enterprise.

A considerable addition to the value of the load is anticipated from the application of steam power.

pared with horse power, is estimated to be fifty per cent. Two engines of American construction, one by Peter Cooper of New York, and one by Davis and Gartner of York (Pa.) have been in use,—the latter having travelled a distance of eighty miles daily with a train of cars, for upwards of a month. Other names are mentioned as engaged in the manufacture and improvement of engines.

The Board, while they announce their determination not to relax their zeal and exertions to reach the Ohio, do not mention specifically any plan for the route of the road, in the event of a final failure to secure a passage by the Point of Rocks. They do not consider the Canal Company as having decided to refuse the proposition of the State of Maryland for a compromise, but as having merely waived it by the substitution of their own proposal. That having been refused by the Railroad Company, the question recurs upon the State proposition, which remains unacted on. The Board, without expressing any distinct opinion, appears to entertain an expectation that the demonstration which has been made of the certain success and great superiority of the Railroad will yet have its weight in bringing the Canal Company to just terms, and that the Legislature of Maryland may, in a spirit of justice, and for the protection of their own property, so use the power which they possess over the charter of that Company, as to induce them to deal fairly with another work in which the people and the State are so deeply interested. At the same time, the Engineer, in order to be prepared for any event, has recommended surveys to be made for the purpose of ascertaining the facilities for conducting the Railroad to Harper's Ferry, independently of the Canal, either on the Virginia side, or by excavating a shelf in the face of the cliffs, or tunnelling through several of the Mountain Spurs, and passing the narrows near Harper's Ferry by rock excavation. All these would be attended with great additional expense over the route which the Canal Company shute us from; but it is the opinion of the Engineer, that the "great objects to be attained will amply justify the expense."

Upon the whole, it is clear that the Railroad experiment has succeeded to demonstration; and that not a thought is entertained by its Directors of pausing in their career of improvement, until the whole work shall be completed to the Ohio, and the avenue opened for a speedy, safe, easy, and cheap interchange of benefits and mutual prosperity between the people of the West and the Atlantic States.

[For the Railroad Journal & Advocate of Internal Improvement.]

The present age appears to be productive of wonderful events, as well in the sciences and mechanic arts, as in the principles of government and general political economy. In chemistry we are continually reducing the number of (formerly supposed) simple substances, which are now found to have been compound; and in the sciences generally we are becoming less complex. In machinery we are lessening the complication, and giving the whole force to the substance to be operated upon, without exhausting the power on cog-wheels and pinions.

The present state of the world in regard to the government of christian nations, indeed, appears wonderful as respects the rapid spread of knowledge, which is said to be a Nation's Power, but, although we are increasing and expanding that power, still is it not the fact that it is becoming more and more unmanageable, and is the very reverse of our knowledge in the general sciences and mechanics? The one can be concentrated or expanded, and the other is expanded, but as yet cannot be concentrated for the general good (of our Country at least.)

The fact is perfectly clear to me that we must do less in Theory and more in Practice, that is tangible, and can be seen and felt at first view. With these considerations I would suggest to the citizens of the United States, a project that would embrace all these views, viz:—

The construction of a Railroad, which will serve as a Belt, that will give strength and permanency to the bond of Union, by equalizing commerce and agriculture, and by expanding the manufacturing interest of our country. That in war we may be more independent of our enemies, and in peace the privileges of our Citizens more equal. The line embracing these different interests should commence at Washington or at the most southern point of the Baltimore and Ohio Rail Road, from thence through Virginia, the interior of North and South Carolina, and a short distance into Georgia; (perhaps near Athens) from this point to branch off through North Alabama (at the head of the Muscle Shoals in Tennessee River) to the Mississippi at Memphis in the state of Tennessee. This I would call the first and grand object to be accomplished, and the second would be to commence at the most favorable point in Georgia and extend it through Alabama, and Mississippi, to or near New Orleans in Louisiana. Thus you will perceive by lateral Railroads, our Atlantic cities north, as well as those in the Bay of Mexico, south of the Capes of Florida, could be united to the main or grand Rail Road, and all our important sea-ports south of New York, (inclusive) would be equal as places of deposit, for the productions of the whole of our country north, south & west of New York, without incurring any marine risk. This route or line crosses all those Rivers that empty into the Atlantic, north, as well as those south of the Capes of Florida, at or near their sources, instead of at, or near their broad outlets. Nor does it run parallel to any navigable stream, so that it does not come in contact with any natural channel, for the conveyance of the produce of the country. At the head of the Muscle Shoals it passes the natural outlet of the great Valley of the Tennessee, which by water is say 700 miles to Memphis (a very bad navigation) and by the Rail Road, would probably be less than 140 miles, but Charleston and Savannah would be their nearest and cheapest market for the conveyance of their produce as well as minerals in which their country abounds and are extensively wrought. The Charleston Rail Road is now in operation, say two-thirds of the distance required to connect it with the Grand Rail Road. Memphis is situated about 800 miles above New Orleans and 400 miles below the mouth of the Ohio River, and is on the first Bluff or point above the mouth of the Yazoo River, that can be approached during the high water of the Mississippi, and embraces, (by the course of the river) about 350 miles. At Memphis (or opposite) commences the U. S. Military Road through the Territory of Arkansas, and is the only ridge of highland, for a near communication from Little Rock, the Capital, with the Mississippi, during the annual overflow. The Military Road extends to Natchitoches in Louisiana,

from whence a good road continues to Nacogdoches in Texas.

The rapid settlement as well as agricultural improvement of Arkansas, judging from the five last years of observation, warrants the belief, that in less than ten years from this time, there will be a regular and pleasant Post Coach communication from Memphis to Nacogdoches in Texas.

The interest of all the navigable coast of the Valley of the Mississippi, embracing at least 70,000 miles, even at the most extensive region, viz: the sources of the Red, Arkansas, White, St. Francis, Missouri, Illinois, as well as the Ohio, Wabash, Cumberland, Tennessee, and Yazoo Rivers, would not be confined to New Orleans only, but would find equal and perhaps superior advantages in many of our Atlantic cities. The transportation to and from the sources of all those Rivers, would be as well regulated in price, as it is at this time in our marine coasting trade. In time of war, our only risk by capture, would be, while pursuing only the foreign trade, whereas (as was the case during the last war) the marine coasting not only consumed by capture two-thirds or more of the agricultural product, as well as the same proportion of the coasting interest, which was not only our loss, but an entire gain by our enemies. It was in fact paying and feeding the enemy while fighting him. The advantages in the economy, and facilitating the operation of carrying on war, would be immense. Their movements would be more expeditious, and therefore a smaller force would be required to protect our extensive frontiers; but added to all these advantages, what a happy effect it would have by amalgamating our interest and assimilating our habits and manners.

Our situation as a nation is entirely different from the nations of Europe. Their emigration is mostly confined to this continent; ours is merely from one state or territory to another state or territory, within our own Government. Therefore, with this amalgamation, sectional interests with regard to the Tariff and protecting system, would lessen in proportion to the extent of the emigration or amalgamation.

Family connections and feelings would be expanded throughout all parts of the Union.

This project was submitted to the Legislature of Louisiana at their last session, and resulted in passing sundry resolutions (herewith) recommending the line or route, from which a comparison may be drawn of the extent and general benefits that would result to our country.

There are many things extremely interesting connected with this project, in the statistics as well as in the Natural History of our country.

P. FANNING.

Whereas the construction of a Railroad from the river Mississippi, (as near to New Orleans as practicable) to pass through the States of Louisiana, Mississippi, Tennessee, Virginia, and probably a portion of Alabama and North Carolina, to the city of Washington, is an object of great national importance, its manifest consequences being to afford secure and rapid means for the conveyance of the United States' Mail; as well as to give to a vast and fertile region, all the requisite facilities of transportation to market; and an object of this description being evidently calculated to increase the intercourse and cement the bonds of connexion between the people of these United States. The legislature of Louisiana deeply impressed with the magnitude and importance of the object, and being desirous to awaken public attention to the same,

Therefore, be it resolved by the Senate and House of Representatives of the State of Louisiana in General Assembly convened, That the President of the United States be respectfully requested in behalf of the people of this State, to order the United States' Engineers to make all the necessary surveys and estimates of the above contemplated Railroad.

Be it further enacted, &c., That the Governor of the State be requested to forward a copy of these resolutions to the Executive of the United States.

Be it further resolved, &c., That the Governor be requested to forward a copy of these resolutions to the respective Governors of all the States above mentioned, with a request on the part of this State, that the same may be communicated to their several Legislatures, under a hope that the said States will co-operate with Louisiana, in some constitutional mode in effecting the commencement and completion of the said contemplated Railroad.

A. MOUTON, Speaker of the House of Rep.

C. DERRINGTON, President of the Senate.

A. B. ROMAN, Gov. of the State of Louisiana.

Extracts from late London papers received at the Office of the New York American.

STEAM CARRIAGES.—*Experimental Journey, by Messrs. Ogle and W. A. Summers.*—Monday this steam-carriage passed thro' Newberry from Southampton to Oxford: it proceeded along the streets at a steady pace, attended by a large concourse of persons. At the Chequers Inn, Speenhamland, it stopped to take in water and coke; the supply of water required was about one hundred buckets. When starting the coach went off with very considerable speed, and soon left all the pedestrians far behind.

We understand Messrs Ogle & Summers have been occupied almost four years in the experiments, and have expended £30,000 in bringing their invention to perfection, or rather to that state which leaves no trifling minor details to be worked out. The chief desideratum in locomotive vehicles and vessels (in mines in our colonies) is a safe and efficient mode of generating steam on scientific principles. Messrs. Ogle and Summers have completely mastered that most difficult point. Their boiler contains the greatest possible heating surface to the least possible space, when in combination with the stronger mechanical form. Their boiler consists of numerous sections, having sufficient connection with each other, constructed of cylinders with air tubes within each, standing vertically, so that a stratum of water is placed between two heating surfaces, the outer surface of the cylinders, and the inner surface of the air tube. They allow 13 superficial feet to the horse power, and the boiler in their vehicle contains 398 feet of heating surface, or 30 horse power. They usually work at the pressure of 200 lbs on the square inch, so that upwards of nineteen millions of pounds weight are pressing to get loose, and yet confined and used with perfect safety. The cylinders are 12 1/4 in diameter, with metallic pistons, of such perfect construction, that the steam has never been known to pass these pistons. The boiler contains upwards of 56,000 rivets, and at the tremendous pressure of 300 pounds on the inch, not a rivet leaks. The joints are all perfectly tight, and the supply of water to the boiler from the tank quite perfect. The form of the carriage is elegant, remarkably commodious, and, we understand, easier than any other vehicle. It differs from the common carriage chiefly in its height, and the enormous appearance of the boiler, which is placed behind and beyond the driving machine. Owing to the heavy ironwork being at the lower part of the vehicle, an upset is almost impossible.

On Monday morning this carriage left Milbrook, near Southampton with 23 persons and their luggage, and proceeded towards Oxford. The first 12 miles, celebrated for the hills, were cleared in one hour and ten minutes, without pressing the vehicle to its speed. The coach then proceeded towards Whitechurch with great velocity; but before it reached Sutton Shotney, it was found that the coals, which had been sent to different stations, consisted of little bags instead of sacks, and therefore, fuel was necessarily waited for, or the whole distance would have been cleared in less than five hours. The road is known to be very hilly and rough, and to be perhaps the most trying which a steam-coach could be run on. Notwithstanding, the loftiest hills were surmounted with the greatest facility; that from Whitechurch was ascended at full ten miles an hour. At intervals, the coals being consumed, coals were used, which caused a stream of smoke; but when coke is burnt there is no appearance of smoke. The want of coke, and the illness of Mr. Summers, induced the party to stop at Abington, having cleared upwards of twelve miles an hour when supplied with fuel, and which speed could have been considerably accelerated. The strength of the machinery, and the perfect command over the power, was completely proved by the fact, that at the summit of a very long and steep hill, the drag-chain failed, and the vehicle rushed forward and attained the terrific speed of fifty miles an hour, but was checked with accuracy and safety. It is Messrs. Ogle and Summers' intention to remain several days at Oxford, as they have business to transact, and are desirous of trying some experiment in detail, which experience alone can teach; they have also found that the only part of the machine not made by themselves, the crank axle, has shown symptoms of weakness in the most unexpected part, arising from culpable neglect, and still more culpable concealment, of the workmen who made it; the necessary strength will be given to it, and the vehicle will then proceed on its destination, through Birmingham and Liverpool.

In this experiment there has been no avoiding of difficulties, a hilly, rough and winding road has been

selected, and traversed with safety and velocity. The trailer is found to be most efficient, and perfectly light; the cylinders large enough; the machinery so well put together that even a rush of fifty miles an hour has not started one bolt, nor broken a single screw; the springs of the carriage body have been strengthened, as so many persons clambered on it as to overweigh them. Every where travellers were well and kindly received, and willingly supplied with water. The vehicle entered Oxford in fine style, ascending, at about eight miles an hour, St. Aldate's, and turned into the gateway of the Star Inn.—(Reading (English) paper.)

On the Comparative Merits of Canals and Railroads.

The Railway owned by the Lehigh Coal and Navigation Company, at Mauch Chunk, in Pennsylvania, (see Doc. No. 18, pages 8, 163 to 173, 178, 199, 201, 211, and 216,) has been, it would seem, much relied upon; not only by the ingenious and respectable superintendent himself, but likewise by the author of the document just recited, as a standard whereby to test the comparative merits of railways and canals. In proof of this, we cannot have better evidence in the one case than the fact that, instead of continuing the railway down the side of the river Lehigh, from Mauch Chunk to the Delaware, at Easton, a distance of 46 3/4 miles, upon a descent, in favor of the trade, of about 8 feet per mile, a canal and river navigation has been formed, at an expense of \$1,558,000, or \$33,326 per mile; or, in the other case, than the prominent array of pages in which this Railway finds notice in the document.

We shall endeavor to show that the Mauch Chunk Railway is not only a peculiar one, but that the results upon it should, in no wise, be held up as a precedent, or as a test of the Railway system, much less as an argument in the comparison of that system with canals, unless, indeed, due allowance is made for all the conditions which are peculiar to it, or to those similarly circumstanced.

From the summit near the mines, to the head of the chute or inclined plane at Mauch Chunk, the distance by the Railway is eight miles, with a descent of 767 ft.; the descent is nearly uniform, and is, therefore, at the rate of 96 feet per mile, or one in fifty-six.

In his official report to the board of managers, dated Philadelphia, 1st mo. 13th, 1829, the superintendent observes: "Perhaps some remarks on our experience with our Railroad, on which has been transported upwards of 60,000 tons, may settle the question with some of our stockholders, who have doubted the policy of canalizing the valley of the Lehigh, in place of making a Railroad." (See Doc. No. 18, p. 164.)

The following estimate, after some remarks regarding the Erie canal, is then presented, to wit: "Cost of transportation on our Railroad for the year 1828:

"Mules and horses cost 1 1/3 cents per ton per mile			
"Hands, 1 1/2 do do			
"Repairing wagons 2 3 do do			
"Oil for do 1 5 do do			

"Total, 3 53.100 cts per ton per mile."

The superintendent, it appears, has also published estimates, &c. in the Mauch Chunk Courier, under date of the 5th mo. 20th, 1830, in which he states the cost of mules and drivers for the year 1829, to have been about two cents per ton per mile, being a saving over that of the previous year of two-thirds of a cent per ton per mile. The statement proceeds to show that, at the date last mentioned, a further economy, to about the same amount, had been realized; for that the mules and drivers were then estimated to cost only 1 1/4 cents per ton per mile. The statement is as follows: (See p. 170, Doc. No. 18.)

"Cost of hands and animal power, from the summit to the end of the road, descending all the way: "28 mules go two trips a day, and draw up 42 coal and 7 mule wagons, (to carry down the mules) each trip, &c. going 32 miles a day; the 42 wagons each carry 33 cwt. coal each trip; total 134 tons. "28 mules at 33 cts. a day=\$9 24 "4 drivers 90 do \$3 60

"\$12 84=134=10 cts. "for eight miles, or 1 1/4 cents per ton per mile."

The cost of this heavy item has, therefore, according to the document, been, through good management, decreased, since the year 1828, about 50 per cent. Nor will this be deemed extraordinary, when we reflect that it is impossible for the human mind to embrace, in advance, so as to provide for every contingent circumstance that will have a bear-

ing on the economical management of a new work. It is obviously unfair, therefore, to measure the value of a whole system by a standard so distorted and monstrous as that generally afforded by first experiments.

We shall now proceed briefly, upon scientific principles, to test the value of the descent by gravity, which, it seems, (p. 165,) in comparing the cost of transit upon it, with that upon Canals, is to be reckoned one of "the favorable circumstances attending that road," inasmuch, as "being located upon a plane descending in the direction of the load, and requiring no expensive or complicated machinery in its use, [it] approximates in facility of transit to a small canal." (Pages 163-4.)

Parts ten wagons laden with 67 tons of coal, and seven wagons carrying 28 mules, descend by their gravity, conducted by four men, who, with the brakes, regulate the speed; otherwise, the distance being eight miles, and rate of descent 1 in 55, the velocity would become ruinously great. The descent having been performed in about 1 1/4 hours, the four drivers return through the eight miles up the ascent of 1 in 55, with the 49 wagons; that is, 21 mules draw 42 empty coal wagons, and the remaining seven mules ascend with the seven mule wagons. In order that this round shall be repeated in the day, so as to transport 134 tons of coal daily, the ascent has to be performed at the rate of four miles per hour, for two hours; so that the two entire trips over a distance of 32 miles, are performed, as the day's work should be, in eight hours; making allowance for detentions at each end of the road, and at the half way station, where, it being a single Railway, the trains have to pass each other.

The labor performed by each mule in a day, in addition to the muscular exertions necessary to his own exertion on a level, is therefore the sum of the forces required to overcome his own gravity, together with the gravity and friction of two empty coal wagons, on 16 miles of Railway, ascending 1 in 55, and at a speed of four miles per hour. The way is much curved, and some of the curvatures have a radius not exceeding about 160 feet, and there is considerable flange friction. The wagons work with inside bearings, and have wheels two feet in diameter. They have about the same model as the English coal wagons with which Fredgold was conversant, and consequently about the same amount of friction, to wit, the 1.144th.

If the weight of the empty wagon was one third of that of its load (32 cwt.=3,584 lbs.) it would be about 1200 lbs.; but, in the smaller wagons, this ratio cannot well be attained: we shall, therefore, in the absence of precise information on this head, assume it at 1300 lbs. A mule that will perform the work of an average horse, is lighter than a horse, and his weight may be about 550 lbs.

Gravity of the mule = 550 divided by 55 = 10 lbs.
Gravity of 2 wagons = 2600 divided by 55 = 47 1/4
Friction of do = 2600 divided by 144 = 18

Gravity and friction of one mule and two empty wagons, = 75 1/4
This will be reduced to its equivalent, with a velocity of 2 1/2 miles an hour thus:

2 1/2 : 4 :: 75 1/4 : 120 1/2 lbs. = the draught of each mule at 2 1/2 miles per hour 16 miles in a day, which is somewhat less than 125 lbs, the draught allowed for a medium horse 18 miles in a day. The difference is probably made up in a small increase of the friction, beyond 1.144, or it may be that, owing to the manner of working, the effect is, nevertheless, equivalent to 125 lbs under other circumstances. The difference, however, is small.

We have calculated what the grade of the road should be, that the traction necessarily employed in returning with the empty wagons shall be precisely the same in amount as that used in drawing the loaded wagons, and find it to be about 21 feet per mile, or 1 in 253. At this grade, a horse of medium strength, or a mule, if that animal is preferred, will draw nine wagons, as will appear from the following calculation, which will, at the same time, show the force of traction to be the same in either direction. To obtain a correct result in the other case, we took into the account the gravity of the agent or mule, and we shall do so here likewise.

3584 x 1300 = 4884 lbs. wt. of one wagon and its load, and the weight of the train of nine wagons is 43,956 lbs. subject to friction, plus 550 lbs. the wt. of mule gives 44,506 lbs. the weight of the entire mass in motion in the descending course, and subject to gravity.

Friction = 44,506 divided by 144 = 306.
Gravity = 44,506 divided by 253 = 176.

Take the difference (for the gravity side) 130:

There remains, therefore, 130 pounds traction for the work of the animal.

In ascending, the nine empty wagons will weigh 11,700 lbs., subject to friction, plus 550 lbs. for the mule = 12,250 lbs., the whole weight in motion, and is retarded by gravity.

Friction = 11,700 divided by 144 = 81 lbs.
Gravity = 12,250 divided by 253 = 49

The sum of which is 130 and the traction, or force exerted, is the same in ascending, as it will be in descending.

The force of 130 pounds has to be exerted for 16 miles in a day, and this is equivalent to a force of traction of 116 pounds 18 miles in a day; for 18 : 16 :: 130 : 116. Consequently this exertion is within that usually reckoned as the day's work of a medium horse.

In this arrangement, the animal makes but one trip in a day, to wit: he travels eight miles down the inclination with the loaded train of nine wagons, and on the same day he is made to return 8 miles up the ascent with the train of nine empty wagons; thus, each animal transports 9 wagon loads of coal in a day, and 28 mules will convey 250 loads in a day.

In the actual arrangement, however, the 28 mules make two trips in a day, each trip conveying 42 wagons, that is 84 wagon loads per day.

We see, therefore, that, as the road is actually graded, and, notwithstanding that the laden wagons descend by their gravity, and that the mules ride in the bargain, yet the animal power, under these circumstances, has only the one-third part of the useful effect that it would have if the line had been graded to the best advantage for such a Railway.

Consequently, the power costs three-fold what it would then do: added to this, the outlay upon the mule wagons, together with their wear and tear, and their action upon the Railway itself, would likewise be saved. And yet, these are the practical results attendant upon the use of a Railway; that is to give tone to the opposition raised against the whole Railway system, when any part of that system conflicts with a Canal!

With respect to the wear and tear of wagons, which upon this road is estimated at one cent per ton per mile, (p. 168, Doc. No. 18,) it must be borne in mind that the cost is estimated on the distance through which the coal is conveyed; which is only one half of that traversed by wagons, these having to return empty; consequently, the wear and tear of the wagons, in returning, is that much more added to the cost of transportation per ton of freight, than it would be if the wagons were laden in both directions. Again: the cost of wagons upon this road is also enhanced, very considerably, by the mule wagons, since the transportation is taxed with the wear and tear of one mule in running 16 miles for every eight miles passed over by the coal conveyed in six coal wagons, and, likewise, by that occasioned from carrying the mules eight miles. We must further observe, that this estimate was given as the wear and tear that occurred in 1828, and, therefore, it is augmented by the effects consequent on the high velocities which were employed upon this road in that year. It is not doubted that the causes here mentioned, without supposing any want in the general economy of the concern, either as respects the plans or the constructions, are altogether sufficient to account for this item being more than one-fourth of a cent per ton per mile. With respect to the effects of the high velocity which swell this estimate, as well as that of the cost of repairs of the Railway—see "extracts from letters of Mr. White to a distant correspondent, Mauch Chunk, 3d mo. 5th, 1830," (p. 171-2, Doc. No. 18.)

Much reliance has been placed upon the experience with regard to the injurious effects that resulted from the high velocities of 20 to 25 miles an hour which were employed in the descent upon this road during two months of the year 1828, and conclusions are drawn from thence against the practicability and expediency of high velocities upon all Railways. Now, this is a Railway upon a very limited scale, peculiarly circumstanced, and very cheaply constructed. The way is very narrow, being only three and a half feet in width between the rails, the wagons are consequently narrow in proportion, the wheels are only two feet in diameter, and some of them, those of the mule wagons, for instance, only 20 inches, whilst the track is very much curved, even with a radius of 160 feet; the iron bars constituting the rails, are thin; narrow and short, having a thickness of three-eighths, and various widths so from 1 1/4 to 2 inches, and they were laid upon cheap wood, which yielded to the pressure. The

cheapness of the construction is indicated by the cost, being only \$3050 per mile, inclusive of the graduation of those parts that were not laid upon an old turnpike. The wheels were not cased so as to suit the curvatures, nor so as to prevent the flanges of the wheels from acting against the rails to the manifest injury of the wheels and Railway. The centrifugal force in these curvatures with such velocities, doubling the heads of deep ravines, and whirling round the abrupt protuberances from the precipitous mountain side, was awfully great upon this road, as we have more than once personally experienced. The number of revolutions for wheels so small in diameter, was, by far, too great for the useful durability of the parts subject to attrition, unless the journals and boxes had been protected from dust, and otherwise constructed in the very best manner—conditions which cannot have place, it is believed, with bearings inside of the wheels. Nor would any elasticity be maintained in the third trip upon this road in the same day. Viewing all these conditions, we should think it exceedingly evident, that rashness itself would scarcely contend for the higher velocities here that could safely and profitably be maintained where every part should be planned and formed upon correct scientific principles, with a view to such a result. And where, but in the want of information with regard to the philosophy of motion and forces upon Railways, are we to look for a charitable reason, why the little peculiar Railway under consideration, and the operations upon it, should be used as a measure in estimating the value of Railways, and the degree of speed admissible upon them?

In the first place, the Mauch Chunk Railway is located and constructed and traversed in a manner rendering it impossible that it should approximate in its effects, to any thing beyond those of "a small canal," and its use is suspended nearly one half of the year, in consequence of the canal, to which it is made only an aid, being unavailing from the effects of frost in that mountain region, or for repairs. In a word, the fate of this railway has been predetermined to be such, that it can at best only belong to a grade of improvement ranging between turnpike roads and canals; and, in the next place, we are told with emphasis that in its use it approximates to that of "a small canal," and that, in general, railroads must be considered as occupying a place intermediate between canals and turnpike roads.

The useful effect of a horse on the Cumberland turnpike road, of a mule on the Mauch Chunk railway, and of a horse on the Baltimore and Ohio railroad, taking the latter as reported by W. Woodville, the agent of transportation, and performed chiefly with the chilled-box car, will be respectively 7 1/4 tons, 38 1/2 tons, and 227 1/2 tons, drawn one mile in a day: being in the ratio of the three numbers, 1, 5 1/3, and 31 1/3; from which it will appear—

1st. That the animal force of traction is rather more than five times as effective on the Mauch Chunk railway, as it is on the turnpike road between Baltimore and Wheeling, whilst, on the Baltimore and Ohio railroad, it is 31 times as effective.

2d. That these effects are about six times as great on the Baltimore and Ohio railroad as they are on the Mauch Chunk railway; that a mean between the Baltimore and Ohio railroad and that turnpike being 123 tons, conveyed one mile in a day, therefore the Mauch Chunk railway, in this respect, scarcely reaches to one-third of that mean.

In dismissing this branch of the inquiry, we think it proper to state, distinctly, that it has been no part of our purpose to endeavor to show that the affairs of the Lehigh coal and navigation company have been mismanaged. Far from it. As pioneers in the cause of internal improvement, they have done much, and their efforts should be duly appreciated. Our purpose has only been to exercise our limited efforts defensively, after being driven, as it were, "to the wall," in document No. 18, published and circulated throughout the Union at the public expense, (the right or propriety of which we do not question,) in assaying to make it evidently appear that, whether this Railway had been located, constructed, and managed, properly or improperly, scientifically or otherwise, yet the facts attendant upon it were such as by no means to justify the erroneous conclusions which we apprehended might possibly, if left unnoticed, be drawn from the numerous quotations and remarks in relation to this Railway, which appear in that document.

The period fixed upon for the duration of wagons upon the Mauch Chunk Railway, in four years, as appears in document No. 18, page 170. In our estimate of cars, however, for great lines of Railway, we have predicated the amount of cost upon superior plans of construction, and which, it is confident-

ly believed, will ensure more durability, and have assigned five years as the limit of duration. We have estimated the annual expense accordingly, at the same time having due regard to practicability. It may be pertinent here to state that, in the autumn of 1830, we visited the line of the Railway of the Delaware and Hudson Canal Company, situated in Pennsylvania, and observed the operations upon it. At Carbondale, we were particularly informed by the engineer and the superintendent in relation to the cost of repairs in the wagon department. Each wagon carried 2 1/2 tons of coal; had three feet wheels and inside bearings, the body resting upon the axles by means of cast-iron chairs or seats, which, like those of the old English coal wagon, were not chilled or hardened; consequently elicited the more friction and wear and tear. This wagon, however, compared very well with those at Killingworth, England, and had the same friction, to wit, 1,200ths. Their first cost is \$120.

Sixth Annual Report of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company.

The period having arrived, when the charter of this Company again requires that an exposition of its affairs should be presented to the Stockholders, the President and Directors now proceed to make their Sixth Annual Report of the condition and prospects of the work entrusted to them.

The present points of termination of the Baltimore and Ohio Railroad, are, the City Block, in Baltimore, and the Point of Rocks on the Potomac river, a distance of sixty-nine miles; to which must be added the lateral road to the city of Frederick, three and a half miles more, making the whole extent of the Railroad seventy-two and a half miles.

At the time of presenting the last Annual Report, there had been completed, on the above distance, a single track of twenty-five miles to the forks of Patuxent; the necessity of using the first laid track of Railway, on the second division, however, to facilitate the construction of the second track, confined the regular transportation of the company to the first division, between Baltimore and Ellicott's Mills—other parts of the Railway had also been laid down, but were not then in a condition to be used.

It had always been held out the idea, to the Stockholders, that the communication, by the Railway, would be opened with the city of Frederick, during the year 1831: and although the practicability of this was doubted by many, yet the great exertions that were made by the officers, agents, and contractors, in the service of the company, effected the object, within the time specified, and on the first day of December last, the Board passed, with a train of cars, over the whole extent of the road to Frederick, and formally opened it, for the transportation of merchandise, and the conveyance of passengers, between the two chief cities of the state.

The Board cannot forbear on this occasion, to notice the kind and hospitable reception given to them by the people of Frederick, and the sincere gratification which seemed to pervade the entire population of that enterprising city, at the successful result of the Company's labors in the completion, thus far, of the great avenue to the West.

The main stem of the Railway from the Monocacy to the Point of Rocks, was not completed, so as to permit the regular use of it, until the first of April last, when a train of cars passed over it, bearing to Baltimore produce which had descended the Potomac. Since that time several warehouses have been erected by individuals at the Point of Rocks, taverns, dwellings, and other improvements are rapidly rising there, and the facilities of transferring produce from the river to the road, being for the present sufficient, the boatmen and farmers of the country to the West upon the Potomac, are resorting more and more, daily to the Point of Rocks, as the most convenient spot from which to reach the Baltimore market. When to this is added the travel for pleasure from Frederick, the proceeds of that part of the main stem between Monocacy and the Point of Rocks are found to constitute no unimportant item in the general receipts of the Company.

After the completion, throughout, of the first track of the Railway, to the city of Frederick, the whole disposable force of the Company was employed upon the second track; and the Board have now the satisfaction of announcing to the stockholders, that the entire line of road from the Depot on Pratt street, to the Monocacy, is finished with two sets of rails. The work has been done in a manner highly satisfactory to the Board, and creditable to those immediately entrusted with its execution. The

same character distinguishes it throughout. Every thing is equally well done, and the same care has been bestowed upon those parts, which pass through a wild and thinly settled country, that is evident in the more immediate neighborhood of this city. Experience has, of course, enabled this to be effected at much less cost than was incurred in the first instance, but, in no case has there been a sacrifice of that durability, and excellence of construction, upon which the continuing utility of the work is to depend. Since the Railway has been put down upon the road, every attention has been bestowed upon maintaining the whole in constant good condition, so as to prevent the necessity, at any one time, of large expenditures for delayed repairs, or any intermission in the use of the road, while repairs may be going on. In this way the Board feel confident that the annual cost of the road may be reduced to an exceedingly small amount; and by being equally divided among successive years, scarcely be felt in estimating the net revenue of the work.

The lateral Railway to Frederick consists now of a single track only, with a turnout and siding, at about half way between the main branch and the Depot. This is found, as yet, to be sufficient to accommodate the ordinary transportation. The graduation, however, has been prepared for two tracks, whenever they shall be required.

Upon the main, from the Monocacy to the Point of Rocks, there is also but one track of rails with sidings and turnouts. The graduation, however, is completed for two tracks, and materials necessary to construct the second have been prepared, and a proportion of them are at convenient depots along the line; so that at any time, when the trade and travel require it, this track can be completed within a month from the date of commencing it. Meanwhile, the string pieces and sleepers are seasoning and daily becoming more fit for use.

There is now completed a distance of seventy-two and a half miles of graduated Railroad, upon which have been laid, including sidings, rails equal to one hundred and thirty and a half miles of single track, upon the whole of which an active trade is daily carried on. In this distance, every mode of construction has been tried. The granite and iron rail, the wood and iron on stone blocks, the wood and iron on wooden sleepers, supported by broken stone, the same supported by longitudinal ground sills, in place of broken stone, the log rail formed of trunks of trees, worked up a surface on one side to secure the iron and supported by wooden sleepers, and the wrought iron rail of the English mode, have all been laid down, and at this time form different portions of the work. In the trade which has passed over this Railway, every kind of vehicle adapted to Railroad transportation has been used, and every species of motive power employed. Heavily loaded cars of granite have been constantly drawn from near to, and beyond Ellicott's Mills to Baltimore—merchandise has been conveyed at from four to six miles the hour, and passengers at from ten to twelve and thirteen by horses; and steam has been tried at every velocity, from ten to twenty miles; and regularly used for a distance of forty miles, to the foot of the inclined planes, at an average speed of from twelve to fifteen, in the conveyance of passengers—so that not only have the modes of construction been tested, but the most satisfactory data for ascertaining the wear and tear of the road are in possession of the Company.

It is a cause too of no little gratification to the Board to be able to state, that the expenditures, during the past year, for the construction of the Railway have fallen considerably within the estimates; although these, when made, had been considered as low, with regard to the work to be executed—the character of the country, the difficulty of transportation, the want of labor, and other circumstances, that did not exist or were not felt, when the limit of the road was still within a short distance from Baltimore. It will be seen from the reports of the superintendents of graduation and construction, that the actual cost is \$19,912 96 less than the estimates. [See Appendix I. & J.]

Under all these circumstances, speculation is no longer necessary. Facts now stand in the place of opinions—results in place of calculations. And upon a full and careful examination, the Board feel no hesitation in assuring the Stockholders that the completion of the work to its termination on the Ohio, upon the plan first contemplated with a double track of rails, is perfectly practicable within the original estimate of twenty thousand dollars per mile, excluding, in the average, the greater outlay upon the first division of the road, and this too without the sacrifice to economy of any one requisite of durability and excellence.

It rarely happens in the execution of great public works, which are to depend for success upon circumstances whose future existence is but a matter of present calculation, that the result fulfils in every respect the anticipation of the projectors and undertakers; and most frequently it falls to the lot of those entrusted with the management of them, to apologize for disappointments, by tracing their causes to unforeseen occurrences beyond the power of prudence to prevent. During the progress of the Baltimore and Ohio Railroad, it has often been said that it would share this fate with most other great works undertaken by individual enterprise; and there certainly have been periods in the existence of the Company, when surrounded by numerous and complicated difficulties, the fulfilment of such predictions might apparently seem not to be improbable. In fact, until the first grand division of the Road between Baltimore and the Potomac was completed, no fair test had been offered fully to ascertain its merits, or by which to compare it with the original anticipations of its importance and value. This distance is now completed; and tried by the test thus furnished, the Baltimore and Ohio Railroad presents one of the very few undertakings of public works by private means in which no reasonable hope has been disappointed, but in which every expectation has been realized. The adaptation of the Railroad system to general traffic—that point so long disputed—has been fully and forever set at rest. Every species of agricultural productions, lime, timber, lumber, fire wood, even paving stones, have been brought to Baltimore, with profit to those using the road as a means of transportation for articles so bulky and so cheap, and in return, and at an enhanced toll, but with equally profitable results, plaster of paris, coal, boards, bricks, and scrap iron, have been sent into the interior.

When articles so varied, and some of them of so small value, can be carried profitably to their owners, and to the Company, no doubt can exist as to the profits arising to both, on merchandise and passengers. Neither has the sparse population of the country through which the road for long distances passes, nor its rugged character, had its anticipated effect of rendering it comparatively valueless. On the contrary, the existence of the road has brought into use articles, in this very country, which were before valueless to their possessors—and forests and quarries now furnish resources to the land owner, which but for the Railroad would have fallen and rotted where they stood, or remained forever unknown or undisturbed in the bowels of the earth. In this way the profits of the road have increased from sources that were unthought of, when it was projected, and all this in the short period which has elapsed since the commencement of the present year. It was to have been expected, from the experience of other places, that the facilities furnished for the transportation of passengers would increase the travel between the two cities connected by the Railroad, and the result has fully justified the anticipation—so that, in fine, looking back to the views and plans of those who undertook the road, it is difficult to find one that has not been substantially gratified and carried into effect.

In assuming this confident tone in their official communication to their constituents, the Stockholders of the Baltimore and Ohio Railroad Company, the Board do not do it lightly, but not under a full sense of their responsibility for the representations which they make. But as before remarked, they have already in their possession ample data in undeniable facts. The road which has been constructed by them is the longest in the world. Circumstances made it, from the commencement, necessarily a series of experiments. Every mode of construction has been tried—every species of moving power has been employed—and every character of produce, merchandise and passengers, have been transported upon it. The Board therefore think that it must be admitted, on all sides, that there has been ample opportunity within their reach of becoming acquainted with the value and importance of the road; and it is the knowledge which they have thus obtained that justifies the confidence of their present statements.

Among the events of the last year connected with the progress of the work, to which the Board advert with the greatest pleasure, is the result of the experiments in the use of the locomotive engine. It will, no doubt, be recollected that the unavoidable curves and ascents of the road induced many to believe that the use of steam to any extent was impracticable; and that horse power must be applied at all events upon much the greater portion of the road. A small engine, however, constructed by Peter

Cooper, Esq. of New-York, made several trips up the ascents and through the curves between Baltimore and Ellicott's Mills; and an engine for the conveyance of passengers, built by Davis and Gardner, of York, Pennsylvania, has recently been employed, with but little intermission, for upwards of a month, doing the entire transportation of passengers between Baltimore and the foot of the inclined planes, a distance of forty miles; travelling, therefore, with a train of cars, a distance of eighty miles every day. Its construction is novel, compact, and very simple, not liable to derangement; and, as experience has in some degrees shown, requiring few repairs, working without jar, and apparently with nearly as little wear and tear as if stationary; presenting its whole machinery to the hand of the Engineer, without requiring him to move from his position on the car, either to assist or govern its operation, and fully proving the adaptation of this road to the use of steam power. Satisfactory as it is, however, and independent as it makes the Company of foreign aid, it is considered but as the commencement of a series of experiments, which will, even more fully than has yet been done, prove the adaptation of steam and Railroads to every part of our country, and for all the purposes of trade and travel.

Various other ingenious experiments have been made by enterprising individuals in the construction of locomotive engines for this road, among whom it would be unjust not to mention particularly Peter Cooper, Esq. who has not relaxed his efforts to bring his engine to perfection. George W. Johnson, and Minus Ward, of Baltimore; T. Welsh, of Gettysburg, Pennsylvania, and Thomas James, of the city of New-York, have also all been engaged in this now important branch of the mechanic arts, and they confidently expect, when they shall have completed their experiments, to produce results highly satisfactory. The diversity of talent, indeed, that is now employed on this subject, gives the best promise of the most brilliant success.

Besides the increased rapidity of motion which will be the consequence of the introduction of steam upon the Railway, the Board are already able to announce, that it will make a most important reduction in the cost of transportation to the Company. By comparing the expense per diem of the locomotive engine, including the wages of hands, the cost of fuel, the wear and tear, and the depreciation of the value of the engine, supposing it to become useless in a given time, with the expenses attending the transportation by horse power, to produce equal effects; the saving to the Company in the conveyance of passengers, has been found to be about fifty per cent. in favor of steam. (See Appendix, Document M.) This decrease in the cost of transportation, while the traffic and travel on the road continue rapidly to increase, justifies the confidence of the Board in their anticipations of the profits and consequent value of the stock of the Company.

The Board, while on this subject, take occasion to remark, with much satisfaction, that by the introduction and use of steam on the road, the opinion heretofore entertained and expressed of the general excellence of its location and graduation is confirmed. In the former reports of this Board, it has frequently been their duty to refer to the existence of a controversy with the Chesapeake and Ohio Canal Company, for the choice of routes along the northern shore of the Potomac river. The adoption of that route for the prolongation of the Railroad to the Western Country, was followed by the acquisition of titles to the lands over which it would pass, from the proprietors on the river. The advice of eminent legal counsel, had led the Board to believe that such titles were valid, nor was their opinion altered by the fact, that a charter was in existence on the statute book, authorizing the future incorporation of a Canal Company, and making it the heir, or assignee, of the old Potomac Company. When this Board obtained the titles in question, it was under the advice that the Potomac Company possessed no rights, which could conflict with them, and that the Chesapeake and Ohio Canal Company not being in existence, and its future existence doubtful, it could possess no titles to which those acquired in the due form of law by the Railroad Company would not be paramount. Under these impressions this Board acted, when it was enjoined by the Potomac Company, and stockholders of the Canal Company, and a protracted legal controversy was the consequence. With the progress of this controversy, the stockholders have been made acquainted by former reports, and it is not intended now to repeat any of its details. The decision of the Chancellor of Maryland was twice, after full argument, pronounced in

favor of this Company, and the most sanguine hopes were entertained that the same result would follow the argument in the Court of Appeals. In this, however, as is known, public opinion in Baltimore, no less than the expectations of the Board, was disappointed. The trial was brought on very unexpectedly in December last, by the Court, out of the ordinary course of proceeding, and in the absence of the senior Counsel of this Board, whose place, however, it is proper to remark, was supplied as it happened by one whose brilliant effort on the occasion left this Board nothing to desire. And in the early part of January last, a decision was pronounced by three judges against two; one being absent from indisposition, reversing the decree of the Chancellor. This decision is now mentioned only as the formal announcement of a fact. It is the supreme law of the state, from which there is no appeal; and as such, it is most respectfully considered. It will be observed, however, from the differences of opinion in relation to the main question which existed in the legal tribunals themselves; that this question was certainly one of doubt; and that in acting upon the belief, that it must be decided in their favor, this Board cannot be charged with setting up a vain title for the mere purpose of causing difficulty and delay to a rival enterprise; nor should the result impair, nor has it impaired, the perfect confidence which the Board entertain, in the learning, skill, and ability of the legal advisers by whose direction they originally acted.

The decision of the Court of Appeals left four alternatives open to this Board.

1. To procure, if possible, the permission of the Canal Company, for the joint construction of the two works from the Point of Rocks to Harper's Ferry, from which place various routes are open to the Railroad.
2. To construct the Railroad alongside of the Canal, upon such site as might remain unoccupied, after the right of choice has been exercised by the Canal Company.
3. To cross the Potomac river at the Point of Rocks, and ascend its southern, or Virginia shore.
4. To tunnel through the mountain spurs.

The stockholders will bear in mind that this Board have never, for a moment, abandoned the idea of the ultimate completion of the Railroad to the Potomac river, and although a momentary discouragement may have followed the decision of the Court of Appeals, this was rapidly dispelled, as every day gave additional evidence, from the operations of the Railway, then open between Baltimore and Frederick, of its superior advantages as a mode of communication between the eastern and western waters. Had it failed in any one particular to realize the anticipations of its projectors, it might have been possible that the check to feeling produced by the decision in question, would have paralyzed the efforts then making, and induced the abandonment of those in contemplation. As it was, however, the importance of the work being more deeply felt than ever, the obstacles that were now interposed only roused to greater industry the zeal of those intrusted with its management, and the Board hastened to assure the public of their still undiminished confidence of success.

The first of the above alternatives, as the most economical and convenient, was preferable, and the Board made forthwith the necessary application to the Canal Company to permit the joint construction of the Canal and Railroad, from the Point of Rocks to Harper's Ferry (See Appendix, Document A.) The practicability of this, the stockholders will recollect, had been satisfactorily established by surveys, instituted for the purpose, during the progress of the controversy in the courts; which surveys had been executed by the chief engineers of the companies acting as commissioners from Chancery. The increased cost of such joint construction, was not more than seven thousand dollars to each company, according to the report of the surveys; and the entire increased cost to both, whatever that might be, the Canal Company was to be constructed of its full dimensions, the Railroad Company in the propositions now submitted to its late opponent at law, proposed to bear. This proposition was rejected by the Board of Directors of the Canal Company, upon the ground, as it was understood, that injury and inconvenience to the canal was anticipated from its adoption. (See Appendix, Document B.)

It here becomes necessary to remark, that during the pendency of legal proceedings, an offer to compromise the contest between the two companies, from the Point of Rocks to Harper's Ferry, had proceeded from the Canal Company—which offer had

MISCELLANY.

[From the Journal of Commerce.]

SINGULAR CASE OF MENTAL ABERRATION.

A chain of circumstances, many of them of a painful character, have recently come to a denouement, which, for several days, has been the town talk. We have seen no statement as yet, which gives any thing like a correct history of the affair.

The principal actor in the concern is one Robert Matthias,* a man of rather imposing appearance, about 50 years of age. He was formerly a house-joiner in Carlisle, Schoharie county. There he made a profession of religion, became a member of the Presbyterian church, and for some time at least, did nothing to excite suspicion as to the soundness of his head or heart. He is the same man who a year or two ago left Albany with two of his children, under circumstances which induced an apprehension that he had put them to death. The unhappy mother made known her distress, and the Mayor of Albany issued a proclamation, announcing the facts, and offering a reward for the return of the children. The newspapers spread the alarm, and the fugitives were arrested, all safe, and pursuing their peregrinations towards the far West. The remainder of Matthias' history we postpone, till we have given a brief sketch of his two prominent associates.

E. P. has long been known to our citizens as a respectable merchant, and a most amiable, intelligent, and pious man. For many years he was one of the deacons in Rev. Mr. Somers' (Baptist) Church, and would have been an ornament in any church where meekness, charity, and a life of unostentatious devotion to the service of his Master, were regarded as cardinal virtues. There was not a particle of wildfire about him; on the contrary, he was universally regarded as a most judicious, discriminating, and consistent Christian, and the same characteristics distinguished him in all the ordinary concerns of life. The first intimations which we had of any aberration of reason in his case, (though we have since been told that some peculiarities had been previously noticed,) was on the occasion of the death of his wife, about two years ago, when he attempted to pray her back into life. So confident was he in the efficacy of prayer for this result, that her remains were actually kept above ground beyond the usual period; nor did he relinquish the expectation of seeing them. He afterwards told some of his friends who inquired the grounds of his confidence, that he had, as he thought, received intimations from God that his companion would be restored to life in answer to his prayers, but that he must have been mistaken, as no such event took place. About this time, feeling it his duty to engage in the work of the ministry, he attempted to disconnect himself from business, but finding obstacles in the way which he could not overcome, he cheerfully acquiesced, considering it an indication of the will of Providence that he should follow yet longer his accustomed pursuits. About a year since, these obstacles were removed, and he immediately abandoned the mercantile profession. Although his hand had ever been open to the calls of the needy, and the equally pressing calls, as he viewed them, of those who hungered for the bread of life, he had accumulated a handsome property, sufficient, at least, to support himself and family, Matthias into the bargain.

Mr. S. H. M. was a gentleman universally esteemed, though less publicly known in the religious world than the individual above mentioned. He was naturally of a contemplative turn of mind, and latterly had manifested some tendency to derangement. His friends, perceiving the danger that threatened him, resorted to every means which they could devise, to avert the calamity. A brother accompanied him across the Atlantic and in making the tour of Europe. On their return, he spent much of his time in travelling, being encouraged to such a course by the solicitations of his friends. In this way his tranquillity of mind had been preserved, and he had become peculiarly happy in religious contemplations, and in deeds of benevolence and charity.

We must now go back to Matthias. On the 9th of June, 1830, being in the Mission-house at Albany, where a religious meeting was holding, after the usual exercises were concluded, he arose and announced to the people, (pretending authority from God,) that the end of the Gentiles was come, that he was commanded to take possession of the world in the name of the King of kings; that all nations

and institutions established on any other foundation than the law of God, were henceforth dissolved, and that the law of God was from that date the only rule of government in the world. Before he had time to "finish his declaration," the candles were blown out, and the people dispersed. On the 18th, as he says, judgment took place at Stillwater, on all nations and institutions not founded on the law of God. On the evening of the 19th he finished his declaration at Argyle, and the same evening was taken and imprisoned.

Matthias being thus impeded in his work, a commission came to Mr. P. on the following day, Sunday, at his own house in this city, (he immediately went to his desk and wrote down the language used,) in these words: "I have named thee this day Elijah the Tishbite, and thou shalt go before me in the spirit and power of Elias, to prepare my way before me." At this time he had never heard of Mr. Matthias. To the question in what manner this commission was communicated, he says, "I heard it.—You could not have heard it, but I heard it as distinctly as ever I heard any thing," or to that effect. No child ever believed more implicitly what he was told by a kind father, than Mr. P. believes that he received a commission from God, on the day mentioned, in the words above quoted. Hence his anxiety to escape from the pursuits of business, and devote himself exclusively to the work which his Master (as he supposed) had given him to do. And he now says, that from the date of his commission, 20th June, 1830, he continued to preach that the kingdom of heaven was at hand, until Mr. Matthias came. Elias, as most of our readers know, is only another name for John the Baptist; and John the Baptist preached that the kingdom of heaven was at hand, until the Messiah came. Thus it is, we suppose, that Mr. P. was the forerunner of Mr. Matthias. Mr. P. frankly avows himself to be John the Baptist; in this sense, however, that the spirit of John the Baptist has taken up his abode in him, and speaks and acts through him. We did not learn that Mr. Matthias assumed to be Jesus Christ exactly, but we were told that he acted in several capacities at present, some of which it is not meet that we should know. He however declared himself distinctly to be the angel spoken of in Rev. xiv. 6, 7: "And I saw another angel fly in the midst of heaven, having the everlasting Gospel to preach unto them that dwell on the earth, and to every nation, and kindred, and tongue, and people, saying, with a loud voice, Fear God, and give glory to him; for the hour of his judgment is come: and worship thou him that made heaven and earth, and the sea and the fountains of water."

We ought to have stated above, that Mr. P. had an interview with Mr. M. on the 29th December last, whose state of mind was precisely fitted to be acted upon by so sincere and excellent a man as Mr. P., and none the less so because the latter was partially deranged. In the month of February last, Mr. P. commenced preaching in his own house, and his new friend, Mr. M. was a frequent attendant. In short, their views became perfectly coincident, and withal profoundly extravagant. Thus situated, and prepared to expect extraordinary events, a stranger presented himself before them, (5th May last) with the beard of a patriarch, a tall form, and a peculiar cast of countenance, who not only entered into all their extravagant notions, or rather possessed them as original in himself, but contained an inexhaustible fund of kindred extravagances, which they readily construed into new light and wisdom, on the momentous subjects that engrossed their contemplations. With pretensions sufficiently high to fill their disordered imaginations, they at once received him as a being of surpassing excellence, who was to establish the personal reign of God the Father (not Christ) upon earth; and he, in his turn, recognized them as the first members of the true church, which after two years' search he had been able certainly to identify. He announced to them, that although the kingdom of God began with his public declaration on the 9th of June, 1830, it would not be completed until 21 years from that date, viz. in 1851, prior to which time were to be done away, the judgments finished, and the wicked destroyed. Also that the day of grace will close on the 31st December, 1836, and that all who shall not by that time have come to the true light, or at least begun to reform, will be cut off.

A host of such doctrines, though not all so intelligible, this arch-lunatic or impostor, we know not which, perhaps a little of both, poured into the ears and minds of his two disciples, who apparently received them with unbounded confidence, and of course looked up to him with veneration and awe.

Every thing that they had was at his disposal; their comfortable mansion and their purses were open at his approach; he decked himself with finery at their expense, and under the pretext of a sacrament, feasted himself with dainties provided by their bounty. Meetings were held alternately at the houses of the two gentlemen, where he declaimed in a somewhat incoherent manner, but often with considerable energy and effect, to as many as were led by curiosity or other motives to hear him. Many of his expressions, however were of the grossest kind,—not to say downright blasphemy.

At length some of the friends of Mr. M. feeling that both he and Matthias required to be taken care of, procured a warrant setting forth, that "by reason of lunacy or otherwise, they were so far disordered in their senses as to endanger their own persons, or the persons and property of others, if permitted to go at large." On this warrant Mr. M. was sent to the Bloomingdale Lunatic Asylum, and Matthias to the Asylum at Bellevue, where his enormous long beard was taken off, in conformity with the regulations of the institution,—a bereavement which we understand he greatly laments. However, it will grow out in time, and he will then possess all the conjuring properties which he had before.

A brother of Matthias, hearing of his confinement, procured a writ of *habeas corpus*, and caused him to be brought before the Recorder, when after a hearing of the evidence, he was discharged. At this moment he was again arrested for a blasphemy, perpetrated by Thomas M. Hooker and Alexis A. Dias, and carried before Justice Lownds, who admitted him to bail, under a penalty of \$300, for which three gentlemen became securities. The case will doubtless come up for consideration in the next Grand Jury. In the mean time, Matthias finds a most hospitable home with Mr. P., who in the character of John the Baptist, evinces the docility of a child, and the sincerity of a true disciple. He has let his beard grow long, because if it had not been a good thing, men would have been made without a beard. For the same reason, or some other, both he and Matthias have let their nails grow to an enormous length. On all other subjects but religion, Mr. P. is, for aught we can see, as rational as ever.

We have already given some features of Matthias' system. There are other parts of it which are not so well digested. He seems to suppose, not only that the earth is to be renovated, but that the spirits of the apostles and patriarchs will reanimate their bodies. At present, as stated above, he and Mr. P. have to fill a variety of offices; but in a short time, men will arise to occupy the different posts, so that there shall be twelve apostles and twelve patriarchs, and other functionaries answering to the early ages of the church. This he calls the first resurrection. He anticipates much benefit from the Railroads now constructing, as preparing the way of the Lord, but regrets that they are not more continuous, and regular in their course. He says the sea will be converted into dry land,—people will not live in cities,—they will dress splendidly and ride in elegant carriages,—they will keep their houses so clean that flies cannot live in them, &c. &c. He says that sprinkling is not baptism, and immersion is not baptism as now practised, because persons are not immersed with their clothes on; that there will be an immense Temple, with which Solomon's Temple was nothing in comparison, and several smaller Temples; and that God the Father will reign personally on the earth.

We believe we have now given enough of this nonsense. It would have been worthy of no notice, and probably excited no interest, except from the fact that it has been so cordially concurred in by three insane persons among us, two of whom, when they are themselves, are citizens of great respectability, and universally esteemed.

ORNITHOLOGY.—Mr. Audubon, under the date of Eastport, Me., 12th Sept., thus writes to a friend in Philadelphia:—

"I have to announce to you the discovery of a new wren, or as I must call it, a Troglodyte. I would gladly come from Boston—nay, from Philadelphia itself, fifty-two times per annum into those parts (Dennysville), could I be sure of being thus each time rewarded. The little rogue was shot in the deepest recesses of the darkest woods, where beds of moss full-knee deep spread themselves by acres, where the sun seldom peeps and where man seldom walks; it breeds hereabouts, and I know a good deal of its tricks and actions. I have made a fine drawing (excuse my saying so, the Lord knows if by and by it will be believed that I ever drew a bird) of the *Troglodytes Canadensis* of four figures and some

* So he calls himself; his real name, we understand, is Robert Matthews.

rare plants to me. These birds build in the state, and are found in it during all seasons. I have eight, some of which are in beautiful plumage."

AGRICULTURE, &c.

HISTORY OF SILK IN THE UNITED STATES.—The culture of silk first commenced in Virginia. Upon the settlement of that colony, it was deemed an object of the first importance; and the attention of the settlers was strongly directed to it by the British Government, by which silk-worm eggs, white mulberry trees, and printed instructions, were sent over and distributed. King James the First, in the 20th year of his reign, having doubtless, seen the defeat of his plan to encourage the silk culture at home, was induced to attempt it in Virginia; and "having understood that the soil naturally yieldeth store of excellent mulberries," gave instructions to the Earl of Southampton, to urge the cultivation of silk in the colony, in preference to tobacco, "which brings with it many disorders and inconveniences." In obedience to the command, the Earl wrote an express letter on the subject, to the Governor and Council, in which he desired them to compel the colonists to plant mulberry trees, and also vines. Accordingly, "as early as the year 1623, the colonial assembly directed the planting of mulberry trees; and in 1656, another act was passed, in which the culture of silk is described as the most profitable commodity for the country; and a penalty of ten pounds of tobacco is imposed upon every planter who should fail to plant, at least, ten mulberry trees for every hundred acres of land in his possession. In the same year a premium of 4,000 pounds of tobacco was given to a person as an inducement to remain in the country, and prosecute the trade in silk; and, in the next year, a premium of 10,000 pounds of tobacco was offered to any one who should export 200 lb. worth of the raw material of silk. About the same time, 5,000 pounds of the same article was promised "to any one who should produce 1,000 pounds of wound silk in one year." The act of 1656, coercing the planting of the mulberry trees, was repealed, in the year 1658, but was revived two years after; and the system of rewards and penalties was steadily pursued until the year 1666, when it was determined that all statutory provisions were thereafter unnecessary, as the success of divers persons in the growth of silk and other manufactures, "evidently demonstrated how beneficial the same would prove." Three years after, legislative encouragements were revived; but subsequently to the year 1669, the interference of Government seems entirely to have ceased. The renewal of the premiums after the act of the year 1658, was, doubtless, owing to the recommendation of Charles II.; for in the year 1661, among the instructions given to Sir William Berkeley, upon his re-appointment as Governor, and while in England on a visit, the King recommended the cultivation of silk, and mentioned, as an inducement to the colonists to attend to his advice, "that he had formerly worn some of the silk of Virginia, which he found not inferior to that raised in other countries." This remark is probably the ground of the tradition mentioned by Beverly, that the King had worn a robe of Virginia silk at his coronation.

The revived encouragement given by the Colonial Legislature to the culture of silk, had the desired effect. Mulberry trees were generally planted, and the rearing of silk-worms formed a part of the regular business of many of the farmers. Major Walker, a member of the Legislature, produced satisfactory evidence of his having 70,000 trees growing in the year 1664, and claimed the premium. Other claims of a like tenor were presented the same session. The eastern part of the State abounds at present with white mulberry trees; and it is to be hoped, the people will see their interest in renewing the culture of silk.

Upon the settlement of Georgia, in 1732, the culture of silk was also contemplated as a principal object of attention, and lands were granted to settlers upon condition that they planted one hundred white mulberry trees on every ten acres, when cleared; and ten years were allowed for their cultivation. Trees, seed, and the eggs of silk-worms, were sent over by the trustees, to whom the management of the colony was committed. An Episcopal clergyman and a native of Piedmont were engaged to instruct the people in the art of rearing the worms and winding the silk. In order to keep alive the idea of the silk culture, and of the views of the Government respecting it, on one side of the public seal was a representation of silk-worms in their va-

rious stages, with this appropriate motto, "non sibi sed aliis." By a manuscript volume of proceedings and accounts of the trustees, to which the writer has had access, it appears that the first parcel of silk which was received by the trustees, was in the year 1735, when eight pounds of raw silk were exported from Savannah to England. It was made into a piece and presented to the queen.

From this time, until the year 1750, there are entries of large parcels of raw silk received from Georgia, the produce of cocoons raised by the inhabitants, and bought from them, at established prices, by the agents of the trustees, who had it reeled off under their direction. In the year 1751, a public filature was erected, by order of the trustees. "The exports of silk, from the year 1750 to 1754, inclusive, amounted to \$9,860. In the year 1757, one thousand and fifty pounds of raw silk were received at the filature. In the year 1758, this building was consumed by fire, with a quantity of silk, and 7,040 pounds cocoons; but another was erected. In the year 1759, the colony exported upwards of 10,000 weight of raw silk, which sold two or three shillings higher per pound than that of any other country." According to an official statement of Wm. Brown, Controller of the Customs of Savannah, 8,829 lbs. of raw silk were exported between the years 1755 and 1772, inclusive. The last parcel brought for sale to Savannah, was in the year 1790, when upwards of two hundred weight were purchased for exportation, at 18s. and 26s. per pound.

Some attention was also paid, in early times, to the culture of silk in South Carolina; and the writer has been informed, that, during a certain period, it was a fashionable occupation. The ladies sent the raw silk produced by them to England, and had it manufactured. "In the year 1755, Mrs. Pinckney, the same lady who, about ten years before, had introduced the indigo plant into South Carolina, took with her to England a quantity of excellent silk, which she had raised and spun in the vicinity of Charleston, sufficient to make three complete dresses: one of them was presented to the princess dowager of Wales, and another to Lord Chesterfield. They were allowed to be equal to any silk ever imported. The third dress, now (1809) in Charleston, in the possession of her daughter Mrs. Horry, is remarkable for its beauty, firmness, and strength. The quantity of raw silk exported as merchandize was small; for, during six years, only 351 lbs. were entered at the custom-house. The quality of the silk was excellent: according to the certificate of Sir Thomas Dromie, the eminent silk manufacturer, it had as much strength and beauty as the silk of Italy. At New Bordeaux, a French settlement, 70 miles above Augusta, the people supplied much of the high country with sewing silk, during the war of the Revolution."

In the year 1771 the culture of silk began in Pennsylvania and New Jersey, and continued with spirit for several years. The subject had been frequently mentioned in the American Philosophical Society, as one of those useful designs which it was proper for them to promote; but they were induced to enter into a final resolution on it, in consequence of a letter being laid before them on the 5th January, 1770, from Doctor Franklin, who was then in London as Agent of the Colony, and in answer to one which had been written to him on the same subject, by the late Doctor Cadwallader Evans. In this letter from Doctor Franklin, he recommended the culture of silk to his countrymen, and advised the establishment of a public filature in Philadelphia, for winding the cocoons. He also sent to the Society a copy of the work by the Abbe Sauvage on the rearing of silkworms. A committee having been appointed by the Society to frame a plan for promoting the culture of silk, and to prepare an address to the Legislature, praying for public encouragement of the design, they proposed to raise a fund, by subscription for the purchase of cocoons, to establish a filature, and to offer for public sale all the silk purchased and wound off at the filature; the produce thereof to be duly accounted for, and to remain in the stock for carrying on the design. A subscription among the citizens was immediately set on foot, and the sum of \$875 14s. obtained the first year; eggs and white mulberry trees were imported, and a digest of instructions composed, published, and distributed. Until the white mulberry trees were fit to allow of their leaves being plucked, the worms were fed upon the leaves from the native trees, and were found to agree perfectly well with them, and to yield excellent silk. It is believed that all the silk produced during the continuance of the Society, was from food furnished by native trees. A spirit for the silk culture was excited among the ci-

tizens, and many garments are still possessed by families which were made from silk raised by their forefathers. The war of the Revolution put an end to the patriotic association, and suspended in a great measure the silk culture—there being no longer a sale for cocoons; but many persons continued their attention to it, and others resumed it after the termination of the war.

The knowledge of the proper mode of rearing silkworms, and of winding the silk, was greatly promoted by the publication of a paper on these subjects, in the second volume of Transactions of the American Philosophical Society of Philadelphia, which the late Doctor John Morgan procured from Italy, through a silk mercantile house in London. During the last three years a spirit has been revived and diffused on the subject, and promises to increase; and there can be no hesitation in saying, that a ready sale for cocoons is alone wanting to establish the silk culture as a regular employment in several States of the Union. It was the want of this market which defeated, in a great degree, the patriotic attempt of Mr. Nathaniel Aspinwall, of Connecticut, about the year 1790, to revive the silk culture in Pennsylvania, New-York, and New-Jersey. But his memory deserves to be held in everlasting and grateful remembrance, for the thousands of white mulberry trees which he planted in those States, and for the commendable zeal he exhibited in the cause.

In Connecticut, attention to the culture of silk commenced about the year 1760, by the introduction of the white mulberry tree, and eggs of the silkworms, into the county of Windham, and town of Mansfield, from Long Island, New-York, by Mr. N. Aspinwall, who had there planted a large nursery. He also planted an extensive nursery of the trees in New-Haven, and was active in obtaining of the Legislature of Connecticut an act granting a bounty for planting trees: a measure in which he was warmly supported by the patriotic and learned Dr. Ezra Styles. The premium was ten shillings for every hundred trees which should be planted and preserved in a thrifty condition for three years; and three pence per ounce for all raw silk, which the owners of trees should produce from cocoons of their own raising within the State. After the public encouragement for raising trees was found unnecessary, a small bounty on raw silk manufactured within the State was continued some time longer. A statute continues in force, requiring sewing silk to consist of twenty skeins, each two yards long.

It would be an act of injustice to omit noticing the generous encouragement to the cultivation of silk in the American Colonies, which was given by the patriotic Society in London, for "the Promotion of Arts," &c. From the year 1755 to 1772, several hundred pounds sterling were paid to various persons in Georgia, South Carolina, and Connecticut, in consequence of premiums offered by the Society for planting mulberry trees, and for cocoons and raw silk.

After the war of the Revolution the business was renewed, and gradually extended; and it is recorded that, in the year 1789, two hundred pounds weight of raw silk were made in the single town of Mansfield, in Windham, Connecticut. In the year 1810 the value of the sewing silk and raw silk, made in the three counties of New London, Windham, and Tolland, was estimated by the United States Marshal at 28,503 dollars; but the value of the domestic fabrics made from the refuse silk, and worn in those counties, was not taken into consideration. They may be fairly estimated at half of the above sum. In the year 1825 inquiries were made by the writer, in Windham county, as to the increased attention to the silk culture there, and it was found that the value of the silk, and of the domestic fabrics manufactured in that county, was double that of the year 1810. It was also found that sewing silk was part of the circulating medium, and that it was readily exchanged at the stores for other articles, upon terms which were satisfactory to both parties, and that the balance of the account, when in favor of the seller, was paid in silver. The only machines for making the sewing silk are the common domestic small and large wheels, but practice supplies the defects of these imperfect implements; with better machinery, sewing silk of a superior quality would be made. At present, "three-fourths of the families in Mansfield are engaged in raising silk, and make annually from 5 to 10, 20, and 50 pounds in a family, and one or two have made, each, 100 pounds in a season. It is believed that there are annually made in Mansfield and the vicinity from three to four tons."

The farmers consider the amount received for their sewing silk as so much clear gain, as the busi-

now does not interfere with the regular farm work of the men, or the domestic duties of the females, upon whom, with the aged and youthful members of the family, the care of the worms and the making of the sewing silk chiefly devolves. It is known also that in the other New England States, Maine excepted, more or less attention to the silk culture is given.

During the late war with England, Samuel Childsey, of Cayuga county, New York, sold sewing silk to the amount of 600 dollars a year. Mr. C. introduced the white mulberry tree in the town of Scipio, on its first settlement. Silk was also formerly raised by the French inhabitants, in the country now the State of Illinois, but to what extent is not known.

The cultivation of silk has commenced in the States of Ohio and Kentucky, and there is every reason to believe that it will extend. The first mentioned State contains a great number of citizens who formerly resided in the silk-growing districts of Connecticut and Massachusetts, and who will doubtless see their interest in renewing a branch of business from which they formerly derived so much profit. In the latter State, it is chiefly confined to these industrious people, the United Brethren, whose steady persevering labor and intelligence are the surest guarantees of success.

a In the early settlement of Virginia tobacco was the circulating medium, the substitute for money, as sewing silk is, in part, at present in Windham county, Connecticut.

b Henning's Statutes of Virginia, vols. I and 2.—Letter to the Secretary of the Treasury in answer to the Silk Circular, from the Hon. John Tyler, late Governor of Virginia.

c "The trustees of Georgia waited on her majesty with some silk from Georgia, which had proved very good. It is to be woven into a piece for her majesty."—Gentleman's Mag. vol. 5, p. 448.—The following entry appears in the manuscript book of the trustees, under date 1738: "The raw silk from Georgia, organized by Sir Thomas Lombe, was made into a piece of silk, and presented to the queen." Under date 1738, is a charge "for making a rich brocade, and dyeing the silk from Georgia, £24."

d It will be seen that this statement differs from that of Mr. McCall. It first appeared in B. Roman's account of Florida, and afterwards in Aikin's Pennsylvania Magazine, for July, 1773. An opinion of the quality of the Georgia silk may be formed from the following document: "A paper was laid before the Commissioners for Trade and Plantations, by about forty ancient silk throwsters and weavers, declaring that, having examined a parcel of about 300 pounds weight of Georgia raw silk, imported in February last, they found the nature and texture of it truly good, the color beautiful, the thread even, and clean as the best Piedmont, and will be worked with less waste than China Silk."—[London Magazine for 1753.]

e Viz. in the years 1742, 1748, 1749, 1750, 1753, 1755.

f An Imperial Inquiry into the State of Georgia. London, 1741, p. 79.

g Thomas McCall, Esq.; answer to the silk circular.

h The late acts of the Society for the encouragement of knowledge the amount subscribed in subsequent years. It is a proof of the anxiety of the British Government, in respect to the silk culture in the Colonies, that in the year 1769 an act was passed for the "further" encouragement of the growth of silk in North America, granting £25 for every £100 value of raw silk raised for the next seven years, and smaller bounties during the two following periods of seven years. But no mention is made of this act by Doctor Franklin in his letter, nor does it appear that any premium was claimed by the Society in consequence of it.

i This excellent paper has been copied in all the British and Scotch Encyclopedias, and was reprinted in a pamphlet at Windham, Connecticut, in the year 1792.

j Gov. Wolcott's answer to the silk circular.

k The particulars are not inserted in the transactions of the society, but may be seen in Bayley's Advancement of the Arts, London, 1773; and in Dossie's Memoirs of Agriculture, vol. 3.

l Columbian Magazine, Philadelphia, 4, p. 61.

m Statement of the Arts and Manufactures of the United States for the year 1810, by Tench Cooke.

n Z. B. West, Esq.; of Mansfield; answer to the silk circular.

o Mr. David Thomas; letter in answer to the silk circular.

p Gov. Cole's letter in answer to the silk circular.

(From the New York Farmer.)

Rotation of Crops.—That crops deteriorate when continued in the same field successive years, is a fact well known to the observing farmer; and yet it is never sufficiently regarded in practice. The Hollanders do not permit flax to grow in the same field oftener than once in 10 or 12 years, upon the principle that it requires this time to restore to the soil the specific food required for the flax, and which had been exhausted by the preceding crop. Good husbandry requires, that not only two crops of the same species, but of singular character, as wheat, rye, oats and barley, should not succeed each other, as these in a measure exhaust the soil of like properties. Judge Peters laid it down as a fundamental rule, that two crops of grain should never be grown in succession in the same field. Our farm crops, as regards rotation, may be divided into three classes, viz. grains, grasses and roots, and these again subdivided, and I would let no two of any one class follow. If manure is applied in an unaltered state to the roots and Indian corn, which are all hood crops, weeds will be destroyed, the manure incorporated with the soil, and its advantages to the hood crops be a clear saving.

But the object of penning this article is to impress upon gardeners the necessity of alternating, to en-

sure good crops. It often happens that particular portions of the garden are assigned to the same vegetable for successive years; and as this portion of ground generally receives an annual dressing of manure, the importance of alternating is not so apparent. Without due reflection, I adopted this too common practice, and had my onion quarter, beet quarter, melon quarter, &c. which have been planted with those vegetables almost exclusively for eight or ten years. Notwithstanding I manured highly, I was astonished that my crops every year grew worse, till from this very inferior quality, I was led to reflect upon the cause, and the consequence was, that I became convinced, that the principle of alternation, which I knew was beneficial in farm operations, should be applied also to the garden. I planted my onions, beets, carrots, &c. on new ground, although the former, I had understood, should always be continued on the same plot. The result of the change is, that these vegetables have nearly quadrupled in product.

Grisebawste maintains that the same crop may be taken successively from one field, provided we know the specific food which such crop requires, and supply it in sufficient quantity annually. He says the specific food of wheat is sulphate of lime, and animal matters that afford nitrogen; that of barley common nitre (saltpetre), that of sainfoin, clover, &c. gypsum, &c. But until we become so learned in chemistry as to know the specific food which each requires, it will be discreet to pursue the course which nature suggests, that of alternation.

Effects of the Past Winter.—It is a singular fact, that while many tender foreign plants stood the severity of last winter as well, or better than usual, such as the Aylanthus, Catalpa, Magnolias glauca and macrophylla, &c. most description of fruit, which are deemed hardy, suffered more than during many of the preceding years. The destruction has been extensive among pears, peaches, plums, cherries, quinces and native grapes, and partial among apples. Either the fruit blossoms, branches, or the entire tree above the surface of the ground, were killed. In the latter case, the bark was found to be killed upon the bole or trunk, sometimes generally, at others in circles, at about the height of the surface of the snow in winter.

How are we to account for this uncommon fact? My hypothesis is this: That the foreign plants, being more sensitive to cold, were deprived of their leaves by the early frosts, the sap had become condensed in the vessels, by the cold of the autumn months, and the plants assumed their winter habit before the winter cold set in; and that the snow which soon after covered the ground, sufficiently protected their roots. Our indigenous trees, or those more hardy, were kept in a partial growing state by the mild weather of autumn; and their sap vessels were fully distended with juices, when the cold commenced; and that they suddenly became frozen, ere it is condensed by a gradual and natural process, which instead of diminishing, added to its volume as to burst the sap vessels, and destroy vitality. And I doubt whether it was the severity, so much as the long continuance of intense cold, which proved so injurious. The thermometer did not fall lower than 20 degrees below zero with me; and this degree of cold is not uncommon in our winters. But the long continuance of severe cold was unprecedented in my memory. From the first of December to the 17th of January, a period of nearly fifty days, the mercury did not appear above the freezing point but about two hours, and then but one or two degrees. Man is capable of sustaining (and the remark will in a manner apply to other animals) a variation of temperature from 40 degrees below, to more than 200 above zero, but only for a time. The extremes of either heat or cold soon overcome and destroy the vital principle, if unrelentingly applied to the animal system. I infer that the same laws hold good in regard to plants.

Another fact is worthy of notice: plants suffered far more severely upon sandy than upon clay soils—indeed, most of the mischief was done upon the former. The term water, applied to sandy soils, does not convey a correct idea of its properties. It would seem to imply, that such a soil is least sensitive to cold, and will afford the richest vegetation, such is not the fact, but that it becomes warmer when exposed by the genial rays of a vernal sun, and it is equally true, when warmed it soon becomes cold, from the absence of those rays. It receives caloric more readily than any other soil, and with it it cools more rapidly. Other circumstances being similar, it is therefore most liable to late and early frosts. It is not so well adapted to wintering plants as a soil more compact and tenacious, or abounding in the light as inholder.

frequent and sudden transition of temperature, and I know it is not so well adapted for early vegetation in spring.

(From the Cincinnati Farmer and Mechanic.)

Phlox (Phlox Paniculata).—Flowers from July until nipt by the frost; is one of the most beautiful of our natives that has been introduced into the garden, and from the brilliancy of its purplish pink flowers, gives a lively appearance to the garden at a season of the year in which the generality of our cultivated flowers have either lost their bloom, or are of a yellow hue. It is a native of the highlands of this (Hamilton) county, where its natural soil is a rich mould formed by vegetable decomposition, but will come to great perfection in well manured ground, doing something better by being partially shaded, and requiring but little care. The stocks die annually—roots perennial—may be propagated either from seed, or by dividing the roots in the spring.

Isabella Grape.—Mr. Edward Dodson, of Cincinnati, possesses a Vine of the Isabella Grape, that was noticed in the Western Tiller of September 4th, of 1829, as having a length of vine of 1,714 feet, and producing 13,712 bunches of grapes, being an average of 8 bunches to each foot of vine, the bunches averaging 30 grapes each. This spring Mr. Dodson pruned this vine down to 2,000 feet, it having grown to a much greater length. Its product this season being equal to the average of 1829, gives 16,000 bunches. He has another vine, a cutting, planted four years since, that has grown in length, and produces grapes in proportion to its age. The grapes on both are at least as fine as are produced by vines trained to stakes and close pruned, the method generally recommended to produce fine grapes. These two vines furnish a magnificent demonstration that over pruning is not the proper mode of grape culture in the west. Mr. Dodson states a strong circumstance in confirmation of the correctness of this conclusion: his brother has been in the habit of cultivating the same grape trained to stakes, they have hitherto been rather unproductive, and frequently mildewed.

Figs.—This spring Mr. Letton, of Cincinnati, set a fig cutting in a pot, which has produced eight figs. When put in the pot it was about two inches above ground, it is now fifteen.

Vegetable Curiosity.—We have seen an ear of wheat inclosed in a solid cake of ice, taken from the sprouted, and the young roots had extended themselves from half to an inch in length into the ice. The ice was packed down at mid-winter by being pounded fine, and the ear must have been introduced at that time, for the ice became one solid cake, and was only broken as wanted for use.

An ice is never above 32 degrees, will Mr. Brown, or some other physiologist, inform us why this vegetation took place, as seeds are said not to vegetate unless in a temperature above the freezing point.

(Genesee Farmer.)

The Cashmere Shawl Goat has been successfully introduced into England by C. T. Tower, Esq. of Wend Hall, Essex; and as that gentleman by this time must have some of this flock to dispose of, the Gardener's Magazine thinks their introduction among farmers for their wool and also for their milk, a fair subject to speculate on. This variety of the common goat (or probably, it may be a distinct species) is a fine-looking animal, and would be very ornamental in a park, on a ruin, on the side of a rock, or in a churchyard. The coat is a mixture of long coarse hair, and of short fine wool; this latter begins to be loose early in April; and is collected easily and expeditiously, by combing the animal with such a comb as is used for horse's manes. The produce of a male is about 4 oz.; and of a female 2 oz.: 2 lbs of wool, as it comes off the goat's back, may be estimated to make one shawl 54 inches square. Mr. Tower has this year had three shawls made of his wool, one of which was examined by the committee of manufacturers. The flock, consisting in 1830, of two bucks and two does, now (1832) consists of 51 animals. Mr. Tower states, that his flock produces an average of two ounces and one third of down annually from each animal.

At a late session of the Court of Common Pleas at Taunton, Mass., a man was fined \$50 and costs for selling lottery tickets. A man was fined \$4 for not mowing on Sunday, and another for not having a

(Continued from page 661.)

been based upon the surveys of the commissioners, and involved the contraction of the width of the canal, and the payment of a portion of the increased cost of construction by the Canal Company. The Railroad Company agreed to the offer, upon condition that the compromise, instead of being confined to the distance from the Point of Rocks to Harper's Ferry, should be extended throughout the entire route to Cumberland, so as to embrace all those points or passes, of the river, at which the two works might come into collision. This condition the Canal Company promptly refused to accede to; and the controversy was afterwards left wholly to the legal tribunals. Events have since proved that the true interests of the Railroad Company, lay in accepting the offer to compromise even although the arrangement would have extended only to Harper's Ferry—supposing, which is doubtful, however, that it could have been carried into effect and those points of view difficultly in the negotiation removed, which the Canal Company raised in the communication, which followed the reply of the Railroad Company to the original offer. At the time, however, this Board believed with the information, then in their possession, and under feelings more natural, perhaps, than prudent, that unless the compromise extend to Cumberland it was useless to enter into it at all.

Now the fact above stated that the proposition for joint construction from the Point of Rocks to Harper's Ferry had originated with the Canal Company, in the first instance, however, it may involve this company in the rejection of it, would, at first sight, appear to furnish ample proof that, at the time when it was made, the Canal Company did not apprehend any such injury or inconvenience to the canal, from the joint construction, as would materially interfere with its excellence or durability—for, had such injury or inconvenience been anticipated or believed possible, the offer to construct the two works jointly would have involved consequences to the canal that might ultimately have resulted in its destruction, and this the Board of the Canal Company would not have been justified in sanctioning for any considerations. That Board, no doubt, thought that the advantage of a speedy completion of the canal to Harper's Ferry justified some sacrifice; and they were willing, therefore, to incur the increased cost of seven thousand dollars, and reduce their canal in width at certain places to obtain it; but it cannot be supposed that they believed that the canal, when built, would be less permanent with the Railroad along side of it, even though it might be procured a few feet further into the river than it would have been were the Railroad not in existence. Independent of this however, as answering the recent objections of the Canal Company, on the score of the injury and inconvenience to the canal that would follow the joint construction, the evidence of their own principal engineer, given on oath, shows his confidence in the practicability of constructing the canal permanently, upon the shore of the Potomac at Gallows's mill, where the depth of the water is eight feet, and where the wall of the canal would contract the channel of the river one sixth of its natural width. Little danger, therefore, was to be apprehended from the construction at the Point of Rocks, of the canal and Railroad, side by side, when the outer wall of the canal would be but in four feet water, and the width of the channel of the Potomac, wide as it is at this place, would not be perceptibly diminished. If we could build the canal at Gallows's mill to resist the freshets of the stream—the same thing could certainly be much more readily and less expensively accomplished at the Point of Rocks.

Notwithstanding the above considerations however the Board of the Canal Company, having seen proper to reject the proposition of this board, it became necessary to consider of the remaining alternatives to secure the prosecution of the Railway to the Western waters.

In this situation of affairs, however, the Legislature of Maryland thought proper to interfere. [See appendix document C.] It was a contributor to the funds of both works. It was interested in the progress of both, not only as a stockholder, but as the sovereign power that had called both into existence, and granted to both, privileges which could only be justified by the public good, which both were expected to confer. The State therefore interfered, and as a stockholder to the amount of one seventh of the entire capital of the Canal Company, requested a meeting of the stockholders generally, with the view to such an arrangement between the two companies as would enable both works to pass through the territory of the State, and render unnecessary the

adopting an alternative that would drive one of them from its confines. The State of Maryland was satisfied from the proof before it, that the joint construction herein so often spoken of, was compatible with the proper execution of both undertakings; and being above the reach of those feelings which may be supposed to result naturally from a long controversy between individuals or corporations, and as one, whose equal interests made it impartial, it exerted itself in aid of the proposition already made by the Directors of the Railroad Company to the Board of the Canal Company.

The meeting of the stockholders of the Canal Company was accordingly held, and the propositions of this Board were submitted to it, and ably advocated by the talented and zealous representative of the stock held by the State in the Canal Company. [See Appendix, Document D.] The meeting, however, adjourned from time to time, without coming to any conclusion for some months, during which time, this Board, learning from different sources that objections had been made to its propositions, assented to their modification by the agent of the State in such a manner as to meet all the difficulties that had been suggested, at any time during the negotiations between the two companies, agreeing to construct the canal, at the points of collision, according to its most ample dimensions, for the sum at which it was then under contract—to complete it by a fixed period, and to guarantee that it should stand for five years after, the Railroad Company keeping it in repair during that time.—[See Appendix, document E.]

After considerable delay on the part of the Canal Company, a committee of the stockholders presented a report on the fourth of August last, in which views adverse to the above propositions are expressed, although no immediate action on them is recommended; while the committee, however, recommended the adoption of certain resolutions, proposing to the Railroad Company the appropriation of the yet unexpended balance of their capital to the completion of the Canal to Cumberland, and the abandonment, for the present, at least, of all idea of a Railroad beyond the Point of Rocks. [See Appendix, document F.] This report was accepted and adopted by the general meeting of the stockholders of the Canal Company, by a large majority of votes, and it is the only action, that has, as yet, taken place on the proposition urged by the State for a joint construction. The adoption of the report by the general meeting did not amount certainly to a rejection of the proposition, because, although the committee express themselves adverse to it, yet they say "that no immediate action on their views, by the Canal Company, is required," while they distinctly recommend a separate proposition. The adoption of the report, therefore, was in fact a waiver of the main proposition of joint construction, and the substitution in its place of another, with reference to which the committee "indulge the hope that the unfortunate and unprofitable controversy, which has so long subsisted between the two companies, may be adjusted."

As this singular proposition appeared to be made really in earnest, and came from a numerous and respectable body, this Board felt themselves bound to treat it seriously; but as may be well imagined, declined, according to it, calling again the attention of the Canal Company back to the original proposition that had been submitted to them—which the general meeting of the stockholders had been summoned to consider, and which, although not overlooked by the committee, had received no definitive answer from the Canal Company. [See appendix, document G.] To this communication no reply has yet been received from the Canal Company.

In this state of things it is difficult to say what may become necessary on the part of the Board, in the further prosecution of the road westward. If the Canal Company had peremptorily refused to accede to the wishes of the State, it would at once have become the duty of this Board to have adopted measures accordingly; but, as it has waived the proposition of joint construction, and substituted another in its place, which has been declined, the question reverts back to the original proposition, and upon this the Canal Company have not, as yet, given a determinate answer. It is, therefore, still to be seen, whether it will refuse the request of Maryland, and use, against the best interests of the State, the power which the liberality of her Legislature and the decision of her Courts have given and decreed. It is yet to be seen whether the Canal Company will still refuse the reasonable request of the State, depriving a portion of her citizens of the advantages of a choice of markets, and a choice

of the modes of conveyance to market, by forcing the Railroad across the river, when the practicability of a joint construction consistent with the interests of both the Canal and Railroad, on the soil of Maryland, is proved beyond a doubt. It is still to be seen whether the Canal Company will use the power which one charter of Maryland has given, in good faith, unnecessarily to destroy, if practicable, a body created for the benefit of the citizens of Maryland, by another of her charters; and above all, it is still to be seen whether Maryland, upon whom the Canal Company is still, in a great measure, dependent, will permit the use which may thus be attempted to be made of the powers she has granted. Whether the Canal Company will assume this attitude of determined hostility to the sovereign that has created it, may well be doubted, and until this doubt is removed by the reception or rejection of the proposition of joint construction, it is difficult to say what may be the exact course of the future operations of this Board; whether passing into other States it may dispense its benefits there, to the exclusion of Maryland, or, permitted to remain on her soil, the road may be suffered to make its contribution to her prosperity. In the meanwhile, however, the Board feel warranted in assuring the stockholders, that whatever may be the result, the completion of the Railroad to the Ohio river, within a reasonable time is now considered by them, as secured by the experience and results of that portion, which has been already finished and put in operation.

The stockholders have already been informed, in the last Annual Report, of the right granted to this company, by the State of Maryland, to construct a lateral Railway to the line of the District of Columbia. The act of assembly, by which this right was granted, received some modification in its details at the last session of the legislature, making it better adapted to the object in view. During the past year, the surveys have been prosecuted on this route, with unremitting diligence, but as they have not yet been completed, the Board are not prepared to report fully upon their results. The time which they have occupied proceeds from the necessity of the most detailed investigations, to arrive at the data requisite to a choice between different locations. To do this, it has become necessary to make the numerous and extensive surveys that were required as accurately and minutely as if intended for the immediate guide of the superintendent of construction; otherwise the Board, after having determined upon a line, and made the road, might find that a better route existed, of which a rival company might hereafter take advantage.

These circumstances, with the fact that only a single brigade is employed on the surveys, will sufficiently account for the delay, in their completion, although every effort has been made, and is still making, to complete them during the present month.

The Board refer to the reports of the Chief Engineer and Superintendents of the several departments into which the affairs of the Company have been divided, and which are hereto appended, for a more full and detailed statement of the operations of this company, including the location, graduation, of the road, as well as of the machinery and transportation upon it, and the improvements at the seven depots.

By the report of the Treasurer, also hereto appended, a full exhibit is likewise furnished of the entire disbursements of the company, from its first organization to the present time. [See Appendix, doc. N.]

In concluding their Sixth Annual Report, the Board repeat their assurance to the Stockholders, of their entire confidence in the final success of the work in which they are engaged; and it is a source of high gratification to them now, after the first grand division of the Railway has been completed, and put into active operation, to be able also to assure the stockholders, that no error visibly affecting the great interests of the undertaking, whether as regards the location or construction of the road, have been discovered. Embarking, as this company did, in a now and extensive undertaking, involving numerous and complicated details, of which little was then practically known in our country, it could not but be expected that some mistakes would be made. It is gratifying however to know, that regarding this Company, these mistakes have been few and unimportant, and the Board of Directors look forward with confidence to an increase in the value and profits of the capital invested, proportionate to the increasing wealth and prosperity of the two vast sections of the country which will, by the road, when completed, be indissolubly united together.

On behalf of the Board,
P. E. THOMAS, President.

October 1, 1832.

NEW-YORK AMERICAN.

OCTOBER 3, 1836.

LITERARY NOTICES.

MANUAL OF CHEMISTRY; containing a condensed view of the present state of the Science, &c. &c.; by **LEWIS C. BACCH**, M. D., Prof. of Chem., &c. &c. 1 vol. pp. 450: Albany, Webster and Skinner. —As this is a work published for the use of medical schools, academies, and colleges, and therefore of necessity a cheap one, we may not we presume complain of the ordinary quality of paper and type; yet science requires a little more attention to external. The arrangement of subjects adopted by Professor Bacch is that prepared by Mr. Brande in his *Manual*; and the work is brought up to the actual state of chemical knowledge in July, 1831.

MANUAL OF MINERALOGY AND GEOLOGY; by **EDWARD E. HENNING**, M. D., Lecturer on Chemistry, &c.; 2d ed., 1 vol. pp. 300: Albany, Webster and Skinner. —We like the mechanical execution of this volume better than that from the same Press noticed above. The type is larger and clearer, and the paper whiter. The classification of Professor Mohs is adopted in this Manual, except in treating of Crystallology, where the system of Broek is preferred, as being less abstruse.

A few figures are introduced to illustrate the Crystalline forms, which will be found useful in giving the student more precise notions.

THE REWARDS OF A GOOD MAN'S LIFE; by the Rev. **CHAS. B. TAYLER**; 1 vol. pp. 250: N. York, Wm. Van Nostrand. —This is the first American edition of an English publication by the author of "May you like it? Is this religion?" &c. &c. It is a work of fiction, conveying in the form of the journal of a country clergyman, most important practical lessons of faith and morals. It is dedicated to "every person that has undertaken the responsible but blessed office of Godfather or Godmother," and aims especially to re-educate the professing members of the Episcopal Church to the consideration at least of the meaning of the profession made by them. It is a short religious novel, in which motives of religion are substituted for the more worldly and fleeting ones, which are usually made to actuate the personages figuring in these fictitious scenes.

LETTERS ON THE CHOLERA ASPIXIA IN NEW YORK; by **MARTIN PAINE**, M. D.; 1 vol.: New York, Collins and Haney. —It is long since we resolved to read no more about cholera, and therefore we can give no opinion of the well-printed volume now before us; but the facts—that Dr. Paine was among the earliest and most assiduous of our moribund physicians in studying and treating this pestilence—and that the letters in which he describes it, addressed to his instructor, Dr. Warren, of Boston, were thought worthy by that eminent individual of being generally printed and circulated in that city, will excite more strongly than anything we could say, the value to be placed upon this book.

FIDELITY'S LANDSCAPE ILLUSTRATIONS OF LORD BYRON'S WORKS, No. V., is now for sale at J. Distenfeld's. It is enough to say of this number, that it is equal in all respects to those which have preceded it.

THE AMERICAN MONTHLY REVIEW, No. X.—Monthly's are certainly looking up; here are four of them at a time upon our table, and two of that number from Boston. Why cannot New York furnish such a publication? It was bruited abroad a year ago that we were to have one, and rumor says still that the attempt is soon to be made. There is no prospect out, but efforts are making to secure the necessary ability and patronage for the undertaking, and the question will soon be tried whether or not New York can support a monthly magazine. In the

meantime let us turn to those before us, beginning with that whose name is at the head of this paragraph. The first article contains a succinct and rather bald notice of Locke's Paraphrase of the Epistles of St. Paul. Brown's American Sylva, is briefly but well noticed in the second. Landers' Journal forms the subject of the third. Miss Martineau's tales illustrating political economy, are justly commended in another, while the remaining articles, written principally upon scientific works, are such as besite a publication which dates from Harvard University, and happily contrast with the lighter articles of the sister periodical we proceed next to notice:—

NEW ENGLAND MAGAZINE, No. XVI.—We gave a list of the contents of this number the other day, and shall now briefly comment upon some of them. "Westpoint," the first, contains a brief and animated description of the unrivalled spot to which it owes its name, with some interesting observations upon the history and present condition of the Military Academy. The writer has, however, in his remarks, made no allusion to a matter we have always considered of the first importance in that establishment—we refer to the unaccountable absence of all means of acquiring a knowledge of horsemanship in a military Academy like that of Westpoint. If there be any solidity in the speculations of late writers upon modern war, among whom we would particularly instance the author of "the Subaltern," in the able work he has recently published, Cavalry must hereafter assume in military tactics an importance very nearly as great as that they held in the ancient warfare of Europe. If the bayonet be allowed to supplant the musket and take the place of the ancient pike, which it has effectually done in modern campaigns, the heavy armed troopers of the times of Gustavus, or the brisk lancers of Prince Eugene's day, will, as Mr. Gleig thinks, come again into favor as next to artillery the most efficient force in breaking the bristling array and deciding the fate of battles. But apart from all reasoning of this kind, horsemanship should form an essential part of the education of an officer as fencing, or the manual exercise itself.

"Female education," is the subject of the next article, and a most important subject it is; but without attempting to throw any new light upon it, we can only refer to the essay. The truth is that we think more of educating the hearts than the minds of women; and unless her soul was fond and feminine as it is gifted, we could not admire Joanna Bailey or Mrs. Hemans herself. The influence which women exercise on society, we believe cannot be too highly estimated; and much as they are formed to embellish, we had rather they would modify it: we had rather they would mould our manners than dazzle our minds; and we prefer that strength or purity of character which impresses and gives a coloring to the circle in which its owner moves, to all the learning of a Somerville, or the talent of a Norton. Still, we agree in every respect with the writer before us, when he says:—

Let them rise to their proper level; let them keep pace with the improvements of the world; let them become qualified for the best society and the wisest conversation; let them prepare themselves for the sphere in which they are to act, and the compound characters which they are to sustain; and should there be among them some soaring mind, qualified by God for that bold eminence, where all fear, none aid you, and few understand, and willing to make the sacrifice—why, let her climb. No one has a right to forbid her. She must lose much, and she may gain much. She must give up the gentler suavities of life, and she may gain the iron throne of philosophy; but if she has counted the cost, no one has a right to forbid her. If a woman will leave the garden of Eden by plucking the tree of knowledge, she is a free agent, and must be permitted to rise or fall.

The remaining articles we have not had time to read, with the exception of one upon Europe. This

paper, the commencement of which in another number we have already extracted, concludes as follows:—

It is a common remark, that Europe is on the eve of great events, and important changes; yet it is doubtful whether many of us form to ourselves an adequate idea of the momentous consequences of that struggle, of whose commencement the very next ship may possibly bring us news. Could we all crowd all the important events of history into one great question, it would hardly be so interesting to individual man in Europe, or so influential on the future destinies of the human race, as the mighty and now at stake; it is a question, on the decision of which depends not alone the condition of the Frenchman, the Spaniard, the Italian, or the German; not alone the interests of the hundreds of millions of Europe, but of the thousands of millions of the habitable globe; not the condition of man-kind, for our short day alone, but during the long ages of futurity.

Yes! the first gun fired in France, the first sword drawn in Germany, may be the signal for a struggle on the issue of which will depend the future condition of the Laplander and the Hottentot, of the Malay and the Zealander, and of the myriads who inhabit the wide space between them.

It is of mighty moment, indeed, whether Europe shall continue to groan under standing armies, of whose numbers are to be stated only by millions of men; and the burden of standing debts, which cannot be counted only by tens of thousands of millions of dollars; but it is of mightier moment still, to decide whether the strength and resources of each country are to be seized upon by governments, who hold the advancement of the people in knowledge and civilization and political well being to be incompatible with their own stability—governments, whose armies are supported, and whose revenues are raised, not with a view to the good of the people, but to the security and power of the throne.

Such, we say, are the great questions at issue in the coming struggles in Europe; and whether the powers that be shall act wisely and hold back their rights of the people only as long as the progress of liberalism will allow them to do it in safety to themselves; or whether they will boldly unfurl the flag of despotism, and commence a crusade against freedom; France is destined, in either case, to exercise an immense influence in the struggle. We could wish for her years of peace and prosperity, that she might gather more strength for the contest; and it might be better for Europe that it were delayed if the powers were not pursuing a system so dangerous, because so able—they remained quiet while the enthusiasm kindled by the Revolution of July was burning in every bosom; but they have been improving every moment since that event, to throw discredit upon it; and now that the evil position, into which the abuse of that revolution seems to have thrown France, is apparent to Europe; now that the Frenchman is quiet, and the Italian despairing, and the German is discouraged, and the Pole is bleeding and bound,—now they are coming out with their infamous attempt to arrest the march of mind.

When the struggle shall commence, be the first sword drawn in Germany or elsewhere, France will not be long in putting herself at the head of the great European party, of which, as she was the founder, so she has long been morally the leader; and if those who manage her destinies shall be adequate to their high post, we shall witness her triumphant progress to the attainment of the first rank in the future order of states.

About the final issue of the coming contest between the two great principles which divide Europe, we have little doubt; for as surely as water runneth downward, or flame riseth upward, so surely shall the light of truth diseminate itself; but we have misgivings and fears about the beginning of the struggle, about the apparent cause of the strife—the battle-cry of the parties. If the monarchs can force the liberals of France or Germany to a pitched battle for some point of secondary importance, or in some cause not generally interesting and popular, they will beat them; but God grant that their hearts may be hardened, and their understandings darkened, and some stroke like the mad ordinances of Charles the Tenth be attempted, and then shall we see one wide and general resistance; then will kingdoms cry aloud to far-off kingdoms, and people echo back the rallying word of people, and nation stretch out the helping hand to nation; and then shall the Holy Alliance of men be formed against the unholy league of kings—and if God prosper the right, the earth shall be rid of its oppressors.

There are few among us who will not join in the conviction and prayer here expressed; but it is the demonstrative part of the article, of which this is only the summing up and the conclusion, that we recommend for perusal. We next pass on to:

THE MUSEUM OF FOREIGN LITERATURE, SCIENCE AND ART: E. Littell, Philad., and Carvella, N. Y.—Portraits of "Satan" Montgomery, and of the Earl of Mansfield, enrich this number. The first has a most determined poetical look; bating which, he is even in caricature a fine looking fellow; but the Fitzcarrage has Guelph stamped in every feature, with none of the Jordan spirit to relieve its sensible stupidity. The original, however, in spite of his being the son of a king, has written a book which is pronounced clever, and therefore entitles his face to a place among "literary portraits." The selections of this number are, as usual, well made, and we are sorry that our limits prevent copying here several of the articles, and particularly the paper taken from "Lodges Portraits of Illustrious Characters," upon the noble and accomplished Sir Philip Sidney, one of the few gallant and gentle spirits who have, in the true history of chivalry, realized the fictions of romancers upon that singular institution. And now, having despatched these three Literaries, we come to a periodical of another character, whose subject-matter is as much more after our own heart than that of the others, as a canter over a common to a pantata at the Opera, a fly-killed trout to a new poem, or one hour of field sports to two in ladies' bower:—

THE AMERICAN TURF REGISTER, for October, is ornamented by a spirited line engraving of Indians shooting water fowl among the wild rice of the North-western lakes.

The contents of this number we can only enumerate without dwelling upon; they are as follows:

Indians shooting wild fowl; Hints and extracts for those who keep carriages and horses; Buonaparte's carriage, description of; Wonderful leap; Grand trotting match between Ratler and Driver; Speed of the horse; Disposition of the blood horse, breeding for the turf, the road, &c. No. 1; Color of horses; Extraordinary performance; Veterinary; Foxhunting, &c.; Hunting song; The dog and the racoon, a fable; Sporting leap; Angora cats; A field of regale for sportsmen; Pigeon shooting; Taming and tickling fish; Smelt fishing, as practiced in Boston; The amorous weep and grave-digger; Sandal for horses; King of England's annual dinner to the Jockey Club; The Pilgrimage, &c.; Sporting Intelligence; Races at Hagerstown, Md.; Pedigree of old Maryland horses; Miscellaneous pedigrees; Embellishment.

We copy the description annexed to the plate, which is as follows:

The drawing sent you by Mr. Rindischbacher, illustrating the method adopted by Indians to obtain the means of subsistence, (for it does not refer alone to shooting,) is applicable to all the Indians from the Lakes to the Mississippi river, beyond which, westward, it does not extend, as they know little of the Missouri of the use of any but the skin canoe, and that only for descending and crossing that rapid stream; and as the game of the country is abundant, and easily taken, they are not driven to any other expedient for subsistence. At the north, the principal food afforded by the country is obtained from and on the lakes or ponds; the canoes, therefore, and the skill to work it, become of the utmost importance to all who inhabit the country. Fish, fowls, and wild rice seem placed there by nature for the use of that portion of the human family whose lot has been cast there; how long since the adaptation of the canoe to the securing the necessities of their subsistence, I know not, but presume, as their necessity was the cause of the mode, so it must have been in use since the time of their location in the country.

Mr. Rindischbacher's drawing represents an Indian shooting only, but they frequently combine shooting, fishing, and gathering the wild rice, (abounding

in all the lakes and many of the rivers,) in one occupation; that is to say, an Indian family goes forth in a canoe with gun and fishing gig, and the implements for gathering the rice. The head of the family sits in the bow with his gun and gig, the old lady in the stern with the paddle, with sticks, two each, shaped something like wooden swords, and having left the shore, or arrived at the scene of operations, the labors commence. The canoe is paddled slowly along through the wild rice, which the two girls, by means of the sticks in their outside hands, bend over the canoe and strike off the rice with the sticks in their other hands, all this as the canoe moves on; at the same time the Indian shoots what game he can, or rather chooses, so plenty are the geese, ducks and brants, continually rising and swimming before him. If he discovers the wake of a large fish, the squaws are directed to suspend their labors in collecting the rice, and the canoe very cautiously follows the direction of him at the bow until he strikes the fish or gives up the chance. The spring, summer and fall are principally spent in this way, and it often happens that these occupations still go on with the same success as they pursue their route on some journey, from the head of Fox river, for instance, to Green Bay, and even to the Sault de St. Marie, though the rice gathering, in the latter event, would be necessarily abandoned after leaving the Fox river and entering into the lake. The wild rice here mentioned grows up above the water from three to five feet, depending somewhat on the depth of the water, and, when gathered and browned by the fire, forms an excellent substitute for the cultivated rice in soups, and other ways of cooking. It also forms a favorite ingredient in all the most esteemed dishes among the Northern Indians. It is kept for winter consumption, and, indeed, with dried fish, is almost the only article of food, corn excepted, among some of the tribes. The canoe, with a few mats for encamping purposes, a square axe, two flags, one American and one English, a gun, fishing gig, an empty bottle, (to be filled by any white man passing along,) the rice sticks, and an iron pot, constitutes the wealth of a northern Indian, and with it, furnished as above, he is, to all intents and purposes connected with his habits, independent, and generally impudent, unless his fears make him servile and cringing.

FOREIGN INTELLIGENCE.

LATER FROM ENGLAND.—By the Hannibal from London intelligence to the 2d ult. is received. It is however of little importance. The quarrel in Portugal remains in statu quo—that between Belgium and Holland is alike unsettled. The only article that might attract attention, and lead to interposition in behalf of Poland, by the other powers, if all were not too much absorbed in their own affairs, is the practical execution of the purpose heretofore avowed by Russia of depopulating Poland by transporting the children of the Poles to Russia. It may not yet be, but sooner or later the day of vengeance for such barbarous oppression must come.

The wheat harvest had been got in in England, and though in the latter time of the harvest, some damage was occasioned by bad weather, the crops were abundant, and moreover a large quantity of foreign wheat was in bond—ready at once to supply any demand likely to arise.

ENGLAND.—The cholera had increased in London within a few days.

There were 274 deaths by cholera in London during the last week, which showed an increase of 158; and the interments had increased 477.

LIVERPOOL.—37 new cases; Manchester, 23; Sheffield, 32; Glasgow, 43; Dublin, 61; Limerick, 47; Bristol, 59.

AMSTERDAM.—On the 27th August, 52 new cases, 24 deaths.

LONDON, Sept. 1, 12 o'clock.—The prices of the French funds on Thursday, with letters and papers of the same date, have been received by express from Paris. They do not show any material alteration, the Five per. Cents. having closed at 98f. 90c. and the Three per. Cents. at 68f. 95c. The letters do not contain any political news of consequence.

The Consul market continues to maintain the firmness which was evinced yesterday, and opened this morning at 84 3/8 1/2; and is now at 85 1/2 5/8 for the account.

The Count de Surville (Joseph Buonaparte,

ex-King of Spain) continues to reside at Marshal Thompson's Hotel, in Cavendish square. It is understood that the Count will shortly proceed to Italy, where some branches of the Buonaparte family have fixed their abode. The ex-King and suite drove up to Marshal Thompson's in a carriage and four, and he is living at the hotel in a style befitting a nobleman or gentleman of large fortune. The Buonaparte family are allied by marriage to the English aristocracy, Lord Dudley Stuart, brother to the Marquis of Bute, having united himself to a daughter of Lacion Buonaparte. Count Surville is in deep mourning for his illustrious young relative, the late Duke of Reichstadt.

Belgian Affairs.—London, Aug. 31.—There has been no regular meeting of the Conference, and consequently no more protocolling for some days. At the last meeting the application of the Belgians for the release of M. Thorne was the chief ground of discussion, and the general question of the Treaty came up, as it were, incidentally, and soon went off on its being announced that M. Van de Weyer had no power to negotiate, except on the basis of the preliminary evacuation of Antwerp. The affair of M. Thorne was soon dismissed. The Dutch Minister, in a note to the Conference, expressed the readiness of his Government to give up M. Thorne as soon as the individuals composing the rebellious band seized by the Belgians should be restored; but the answer of the Belgian Minister was, that the Government had no power to deliver them up without trial. As no trial can take place until the 3d of September, the matter rests until then as it was. With respect to the Treaty, it appears that the declaration made by Louis Philippe in favor of his son-in-law, has rather staggered some of the members of the Conference, and it has not yet been resolved whether the immediate evacuation of Antwerp shall be insisted upon or not.

The following is an extract of a letter from Admiral Sartorius to a friend in London, dated 19th August, off the bay of Oporto:

You will have been informed that I have had two brushes with the enemy, to endeavor in separate them, but without effect, as they were determined to avoid an engagement. The other night, however, I almost had them with my steamer towing down the frigates in a calm. Never was there so sure a thing. Ten minutes more calm, and daylight would have finished them. The next day they bore off for the Southward, I believe for Lisbon. I am now completing water and provisions, and shall be after them with the frigate Eugenie and one brig, leaving the others to get as effective as possible before they join me. I wish to have them all with me or none, as, if with but a few of them, they only embarrass my movements, and subject me to bring on a general action upon disadvantageous terms.

The enemy are fitting out a 36 gun ship and two new brigs besides, which will enable them to maintain their numerical superiority. I think I shall be able to puzzle them notwithstanding, if I obtain the succour I have been promised as expeditiously as it is confidently expected here. I hope you will hear better things of me if we shall succeed in inducing the enemy to come out of his place of refuge.

The fortifications of the town are just completed, and the best thing for us would be an attack. I have had a confidential communication from Lisbon, that there are strong demonstrations in our favor in the Algarves, and that a general rise is there expected.

All are in good spirits here, and full of confidence. I shall most likely sail this evening to join the rest of the blooding squadron off Lisbon. The packet being about to sail, I can only send you these few hasty lines.

PORTSMOUTH, Sept. 2.—We are rejoiced to be able to give a much more cheering account of the progress of Don Pedro's success than the report of affairs would permit last week; indeed, if the tenor of this correspondence from Lisbon and Oporto tended to dispel almost all hopes of his being able to accomplish his purpose, the accounts which have since arrived have created an impression in our mind quite as strong, and of an opposite tendency. Whether we look to the late operations of Don Pedro's land or sea forces, we perceive in them cause for congratulation to all who wish to see a system of tyranny and oppression, seldom equalled and never surpassed, put an end to.

With regard to Oporto, it appears by accounts which have been received from that city, dated August 19th, at night, that after the arrival at the Migueleira head quarters of the new Gen. Gaspar Tamenha, a council was held with Gen. Santa Martha and the other officers, at which it was agreed not to make

an attack upon Oporto, but to take up a position on the other side of the Vonga, which they were about to cross. Intelligence had also been received at Oporto of the existence of a strong party of guerrillas, in the interest of the Queen, and who had attacked, and succeeded in disposing of a detachment of 500 Miguelite militia, while conveying a convoy of arms and ammunition to the head quarters of the tyrant, which were captured. It was also stated confidently at Oporto, that the two provinces of Alemtojo and Algarves were in a state of agitation approaching a general convulsion, and it was hourly expected they would declare against Don Miguel.

LETTER FROM FRANCE.—By the *Albany*, from Havre we have Paris papers to the 14th inclusive. The most interesting occurrence they record is the acquittal, on the 29th August, by the *Cour d'Assises*, of the Conductor and the Printer of the *National*, accused of high treason, in publishing articles provoking to the overthrow of the government of Louis Philippe.

The case was pleaded by the respective counsel, and left to the jury at 7 o'clock. At 8 1/4 o'clock they returned with a verdict of acquittal on all the counts. The verdict was received with great applause.

We take from the New York Gazette of Tuesday morning, a curious and interesting correspondence between Joseph Bonaparte and Gen. Lafayette. It is copied into that paper from a work recently published in London entitled "*Memoirs of Lafayette, and the Revolution of 1830*, by M. B. Sarrazin, Secretary of Lafayette." The letter of Lafayette is in all respects worthy of him—it is manly, frank, and satisfactory—though at this period, two years from the date, his favorable opinion of Louis Philippe has been undoubtedly and most justly changed.

Letter from Count Surveilliers (Joseph Bonaparte) to General Lafayette.

MY DEAR GENERAL.—Gen. Lallemand, who will deliver this letter, will recall me to your recollection. He will tell you with what enthusiasm the population of this country (both American and French) received the news of the glorious events of which Paris has been the theatre. The Americans were also glad to see the tri-colored flag displayed in their theatres. Did I not see at the head of affairs a name with which mine never can accord, I should be with you wholly and entirely, and as soon as General Charles Lallemand. You will recollect the conversations we had in this free and hospitable country. My sentiments and opinions are as unchangeable as yours, and those of my family are—*Everything for the French People*. Without doubt, I cannot forget that my nephew, Napoleon II., was proclaimed by the Chamber, which, in 1815, was dissolved by foreign bayonets, and also by the army which was dispersed on the banks of the Loire, according to the wish of that family whom foreigners imposed upon France, and on whom France has at last done justice; as, in 1815, it did justice on itself in casting the country to take refuge under the canon of the coalition. I shall never be so base as to abandon what I am bound to love, but faithful to the motto of my family—*Everything by France, and for France*. I wish to fulfil my duty towards her, and I see in the 3,000,000 of votes which were given for us, only obligations towards the country, which are greater for me than for any other Frenchman. You know my opinions, which have long been declared. Individuals and families, in their relations with nations, can only have duties to perform; the latter have rights to exercise—they owe justice to all.

If the French nation should call to the head of its affairs the most obscure family, I think that we are bound to submit to its will wholly and entirely; but the nation alone has the right of destroying its own work. Governments being useful for nations, the individuals who compose governments ought, doubtless, to be subordinate to the wants of the people clearly expressed. I should have come myself to express these sentiments, had I considered my presence useful,—had the arbitrary law, dictated by the foreigners, and approved by the family imposed on our country, to neutralize its just influence on the affairs of Europe, been abolished by the authorities whom necessity gave to France after the events of the last days of July.

I ask then the abolition of that arbitrary law which closes France against my family, which has opened

France to all the Frenchmen whom the revolution had expelled. I protest against every election made by private corporations and bodies, which have not obtained from the nation those powers which it alone is entitled to give; and I declare, under all these circumstances, that I am ready to conform to the national will, legally expressed, whatever that will may be, regarding every sacrifice which the welfare of the country imposes as a tribute which she has a right to require of her children, and a happiness for them to perform.

The vessel which conveys Gen. Charles Lallemand being on the point of sailing, I have barely time to write these lines. I address them to you, because, of all the Frenchmen who have taken part of the secret struggle which existed by the force of circumstances between the nation and a government of foreigners, you are the person who has seen me, and conversed with me here, who knows my whole mind, and whose similarity of political opinions with my own has given me a full and entire confidence in your character.

I have begged M. — to express my wish to you, and I beg that you, General, will express to the illustrious citizens, who, with you, have assisted in raising up the national colors, my sentiments, which you have had the opportunity of ascertaining here, and which, in all possible hypotheses, are unalterable—*wholly for the French People*.

The Emperor, my brother, when dying on the rock of St. Helena, dictated to Gen. Bertrand a letter to me, in which he recommended his son to me, and bade me an eternal farewell. This letter terminates thus: "Impress unceasingly on my son that he is, before all things, a Frenchman; let him take for his device, *Tout pour le peuple Francaise*." I have fulfilled, as far as lay in my power, the duty which this sentiment imposed on me. I know that his son is as much a Frenchman as you and I, in despite of fortune; and I hope that the moment is not far distant when he may help me to restore to France a portion of what we all owe her.

Adieu, my dear General; my letter sufficiently proves that I render justice to the sentiments you evinced for me during the triumphal journey which you made in that nation in which I have lived for fifteen years. Liberty is not a mere chimera; it is a blessing which a wise and moderate nation may enjoy when it will. By way of precaution, I send a duplicate of this letter. The first copy was despatched on the 10th inst.

Be pleased to accept, my dear General, every expression of my former attachment.

JOSEPH BONAPARTE.

Gen. Lafayette's Answer to the Count de Surveilliers. PARIS, Nov. 26, 1830.

Monsieur le Comte.—I have received the letters which you have done me the honor to address to me, with those sentiments of affection and respect which I owe to the kindness you have at all times evinced for me. My gratitude and attachment could not but be strengthened by our late conversations, when we spoke with confidence of the past, the present, and the future.

You must have been dissatisfied with my conduct in recent circumstances, not that I had given any pledge to you or to any one; but you must have said, "Since Lafayette conceived himself compelled by circumstances to relax in the preference he has at all times professed for purely republican institutions, why has that concession favored another family than mine? Has he forgotten that 3,000,000 of votes acknowledged the imperial dynasty?" You see, my dear count, I present the reproach in its full force. I have deserved it, and I will now justify myself in full independence and purity of conscience.

When the measures of Charles X and company roused the inhabitants of Paris; and public confidence placed me at the head of the patriotic movement, my first thought, after the victory, was to turn affairs to the best account for the cause of freedom and my country. You may readily suppose that no personal consideration could connect itself with this determination.

The first condition of republican principles being to respect the general will, I was withheld from proposing a purely American constitution; in my opinion the best of all. To do this would have been to disregard the wish of the majority; to risk civil troubles, and to kindle foreign war. If I was wrong, my mistake was at least at variance with the inclinations I have always cherished; and even supposing me to have possessed vulgar ambition, it was contrary to what might have been termed my interest.

A popular throne, in the name of the national sovereignty, surrounded by republican institutions, appeared to be within our attainment; this was the

programme of the barricades, and of the Hotel de Ville, of which I undertook to be the interpreter.

The Chamber of Deputies, representing 80,000 electors, did not go so far as we did; but it agreed with public opinion for the expulsion of the guilty family, and it was, like Paris and the rest of France, urged to allay inquietude, and to come to a resolution.

I might content myself with observing that your dynasty was dispersed: some were in Rome, you in America, and the Duke of Reichstadt in the hands of the Austrians, but I owe to your friendship a candid disclosure of my attainments.

The Napoleon system was brilliant in glory, but stamped with despotism, aristocracy, and slavery, and if there were any event which could render these scourges tolerable and almost popular in France, (which Heaven forbid,) it would be the restoration of the imperial regime. Besides, the son of your wonderful brother has become an Austrian prince, and you know what the Vienna Cabinet is. These considerations, my dear count, in spite of the sentiments I entertain towards you personally, did not permit me to wish for the re-establishment of a throne which during the 100 days had displayed a constant tendency to former errors.

I scarcely knew the Duke of Orleans. Serious differences had existed between his father and me. Some family relations and civilities had not led me to visit the Palais Royal. Nevertheless, I knew, in common with the public, that there were to be found in that family, along with domestic virtues and simple tastes, little ambition, and a sentiment truly French, to which the Emperor himself had rendered justice. I recollected the young republican of 1789, the soldier of Valmy and Gonaupes, the professor in Switzerland and the traveller in the United States. He was called Bourbon, and that is a disagreeable name; but as a name, it was more than yours, more than that of a republic, a security against war. It did not prevent the establishing and bringing into practice the principles and the sovereignty of the people—the putting arms in the hands of 2,000,000 of citizens—choosing their own officers—the completing of the liberty of the press, and the possession of popular institutions. It therefore appeared to me useful in the circumstances in which we were placed, for the sake of peace within and without, that the different shades of political opinion, with the exception of Charles X's party, should unite under this combination.

My assent was not the effect of any prejudice or anterior affection. I must now say, that after four months of intimate acquaintance, sentiments of confidence, friendship, and the interest of a common cause have strengthened my first impressions. As to general assent, what was done was not merely the work of the Chambers and the population of Paris,—of 80,000 National Guards and 300,000 spectators in the Champ de Mars. All the deputations from the towns and villages of France, which, in consequence of my functions, I received in detail, in a word, multitudes of adhesions, uninstigated and unquestionable, took place, which convince us more and more that what we have done is conformable to the will of the great majority of the French people.

I observed in one of your letters, which have all been faithfully delivered, that you suspect the Duke of Orleans of having had knowledge of a plot against the Emperor in the Isle of Elba. He is incapable of anything of the kind; and, from what I have been told by the republican who denounced that plot, and by Madame de Stael, who continued in friendship with the Duke of Orleans, I should, independent of his known character, have been convinced that some one had calumniated him to you.

One of my first cares, after his elevation to the throne, was to express a wish to him that you, your children, and your respectable mother, might, if you thought fit, return tranquilly to France.

The idea was very cordially received by the king; but objections were started on account of the treaties

After the Emperor's departure for Waterloo, Prince Lucien had a conversation with Lafayette. "Do you hope," said the latter, "that your brother may be corrected?" "No," replied Lucien, "two miracles have saved him—Marengo and Austerlitz; he perhaps will perform a third; but that does not depend on himself, and in case of a defeat, two parties will rise up—one for his son, and the other for the Duke of Orleans. I am for my nephew; whom are you for General?" "Neither for the one or the other," replied Lafayette; "as I just now observed to an Orleanist. I remain with the people, independent of parties; and I hope that liberty may make the best possible bargain, without reference to individuals."

with foreign powers, which, absurd and insolent as they are, would render some negotiations necessary. Political circumstances have since changed: the diplomatic horizon is overcast: both sides are on their guard. But it is superfluous to dwell on these circumstances, since, in any case, judging from the tone of your letters, you would not have adopted that course. I mention it only in reference to what I had the honor to tell you at Bordentown.

In the sincerity of my heart I was anxious to have this explanation with you. I will not say that all happened just as I would have dictated it. You know that in public as well as private affairs, we never see things go entirely to our satisfaction. Your incomparable brother, with all his power, his energy, and his talents, experienced the truth of this; and you, his best friend, have had your share of disappointment. I can make no concealment of what I voluntarily did, for I love to preserve your friendship by candor, rather than to destroy it by a less sincere apology.

Receive, my dear count, the homage of the respect, gratitude and affection, for which I am pledged to you.

LAFAYETTE.

MR. SARRAN'S PUBLICATION ON Lafayette and the revolution of 1830, from which is extracted the above correspondence, has excited much attention in London as we find by successive notices of it in the London Times of 29th and 30th August. If this be an authentic book, and accurate withal, it will certainly constitute one of the most remarkable publications of modern times, and give an insight into contemporaneous occurrences—not at all common. According to the Times of 30th,—

The author admits that he may have been guilty of an "indiscretion," perhaps "of a breach of confidence," in the disclosure of some of the facts, and the publication of some of the letters, which are to be found in his book; but he glories in the benefit which the public and posterity must derive from his individual abuse of trust, or fearlessness of reproach. "Unpublished correspondence, private thoughts, and reports of transactions, which took place with closed doors, predominate in my work," says he, "and these belong often to the two men whom the revolution of July at first put in possession of the new destinies of France." In his preface he explains how he became possessed of these documents and acquainted with these details, and while he denies that General Lafayette is answerable for any part of his publication, or that he was even previously acquainted with his "indiscretions," he plainly gives us to understand that the General will not be displeased at the liberties taken with his name, or the use made of his confidential communications.

We annex the very curious account given by M. Sarran of the interview between Louis Philippe and the three Deputies of the movement party, after, or indeed during, the riots that occurred in Paris last June, on the occasion of Gen. Lamarque's funeral. It is certainly an extraordinary revelation.

The three Deputies were immediately introduced into the bed-chamber of Louis XVIII., transformed by the eunuchs of July into the office (*cabinet de travail*) of Louis Philippe, who was not long in making his appearance by a door which communicated with the Queen's apartment. The manner and physiognomy of the King were calm, his deportment was easy, free from agitation, and expressive of none of that anguish of mind which might have been justified by his situation. His Majesty received the three patriots with politeness; he said he was very glad to see them; that the Opposition could not have chosen negotiators more agreeable to him; and after desiring them to be seated, and placing himself before his writing-table, he seemed ready to listen to them.

What occurred then? If any facts are to be relied upon, the following is what took place at this memorable interview. I relate the circumstances without comment, just as they were transferred from another's recollection to mine:—

M. Odillon Barrot was the first to speak; and in a serious, measured, and respectful address, this honorable orator represented to the King that the deputies of the national opposition, like all good citizens, deplored the disorders and calamities of the preceding day; that they could not but express their censure and indignation at the culpable excesses of those who had set at naught the laws, and resisted the legal authority with arms in their hands; but

that it was likewise their duty not to disguise from the Chief of the State, that the retrograde policy of his Cabinet,—the disregard of the engagements of July,—the disappointment of the expectations of the Revolution,—the neglect of National honor,—and, finally, the whole of the system of the 13th of March, had exasperated and inflamed the mutual animosities amongst the citizens, which had caused blood to flow in the streets of Paris, and were a prelude to the most frightful of all calamities, a civil war. Placing thus before the King the respective wrongs of the Government and his adversaries, M. Odillon Barrot concluded by conjuring his Majesty to stop the effusion of blood, which still continued to flow,—to silence the cannon, which then resounded even in the royal abode,—to be indulgent towards the vanquished,—and to prevent a renewal of these scenes, by a prompt and frank return to the principles on which his dynasty had been seated on the Throne by the Revolution.

The King replied that having been audaciously attacked by his enemies, he had a legitimate right to defend himself; that, in short, it was time to quell revolt, and he had employed cannon as the shortest way of ending it; that he had, nevertheless, rejected the proposals which had been made to him, of placing the city of Paris in a state of siege; that, as to the pretended engagements of the Hotel de Ville, and those republican institutions about which the opposition made so much noise, he could hardly comprehend what it all meant; that he had more than fulfilled the pledges he had made, and given to France as many republican institutions as he had promised, and even more; that the programme of the Hotel de Ville had only existed in the brain of M. de Lafayette, whose incessant appeals were evidently the result of a mistake; that, with respect to the system of the 13th of March, it was wrong to give the credit of it to M. Perrier; that this system belonged to the King, and was the result of his own convictions, the fruit of his meditations, and the expression of his reflections on politics and government; that he, Louis Philippe, had consented to take the crown only on the conditions indicated by the development of this system, which was most conformable to the wishes and wants of France, and from which we would not deviate, even should they menace him in a mortar (the King's literal expression); "in short," the King added, "it will not do, gentlemen, to allege vague accusations; specify the charges you have to make against the Perrier system, of which poor Perrier is guiltless enough.—What have you to say against this system? Let us hear it."

M. Arago replied, by a rapid and animated exposition of the divisions by which France was lacerated, and which the policy of the Government cherished, and with an almost scrupulous solicitude; he referred to his own family, which had surrendered itself to the schism of political opinions; he instanced his brother and his nephew, who, perhaps, at the very moment he was speaking, were ranged in opposite ranks, prepared to take each other's life; and, to characterize the situation by an example, he adverted to the League, and to the d'Ailly, who, under Henry IV., slew his own son in the streets of Paris. M. Arago then spoke of the public posts given to the partisans of the fallen regime; of the scandalous indulgence which screened the machinations of the Carlists, whilst the failings of individuals and of the press were prosecuted with a rigor unexampled in the judicial annals of the restoration. M. Arago mentioned, likewise, the astonishment and deep disgust which the apparent impunity the Duchess de Berri seemed to enjoy, excited throughout France, and the invidious interpretations to which that impunity might give rise.

At these words Louis Philippe exclaimed, that his Government had no other enemies than the Carlists and the Republicans,—that what had been objected to him was only the result of their manoeuvres,—that he had been accused of avarice (he in whose eyes money had never possessed any value),—that his best intentions had been perverted to such a degree that, for a long time past, he could not read either the *Tribune* or the *National*,—that his father, who was the best citizen of France, had been calumniated like himself, and impelled to give the revolution a bloody pledge, which he ought to have refused,—that the exigencies of the two revolutions were equally unsustainable; that he, Louis Philippe, was not obstinate, which he had shown when, after long resistance, he had improperly given way to importunity, and effaced from the outside of his palace, and from his armorial bearings, the *fleur de lis*, which had been from time immemorial the arms of his family. With regard to the representations concerning

the Duchess de Berri, Louis Philippe declared, that if that Princess was arrested justice should take its course; but that, whatever happened, his reign should not witness a bloody drama. At this moment the cannon of St. Merry made the glasses in the palace shake.

The discussion having brought M. Arago to foreign affairs, and this deputy deploring the state of abasement and submission into which France had fallen in the eyes of Europe, the King, on the other hand, took credit to himself for his foreign policy. "This policy," said he, "has prevented the Powers from doing what they were resolutely bent on doing. For more than six months I have held them in my own hands. The King of Holland is about to yield. I give France a new ally in King Leopold, whom I make my son-in-law, in spite of many causes of ambrage. In short, if it must be told, the Powers are in such a position, that my throne would be the most difficult to shake: not one of them has the stuff of a Duke of Orleans." "But, Sire, the affair of Ancona. What! the tri-colored flag removed, by order of Rome, from the towers of a citadel occupied by our soldiers! What! the Ambassador of the King of July at the feet of the Pope?" "Not so loud, Sir," said the King quickly, "I can hear you. True, there is, indeed, something to say respecting the affair of Ancona; but it was necessary to succeed—it was essential, and we have succeeded. And surely, some condescension towards an aged and obstinate priest involves no vast consequences. Besides, whatever were the means employed by my Ambassador, he has completely justified himself in his correspondence. Proceed."

The discussion having returned to the system of the 13th of March, the King, who affected to make a very good use of M. Perrier, pretended that his system was really but the continuation of that of the 3d of November. "L'appeal," said he, "upon this point, to M. Lafitte; was it not that system you followed?" The late President of the Council at first maintained a negative silence; but Louis Philippe having subsequently again insisted upon this parity, M. Lafitte loudly protested against an assimilation, which was the more incorrect, since it was notorious that a radical difference between the King and himself, as well respecting affairs at home as the direction of our exterior policy, had occasioned his retirement from the Council.

In conclusion, Louis Philippe observed to MM. Odillon Barrot, Lafitte, and Arago, that his duty required him to listen to the representatives of France, and to study the wants and wishes of the country, he should always receive them with pleasure; that whenever they made any well grounded representations, he should pay attention to them; but that, candidly speaking, he had found nothing in their statement, and that the system pursued by his Government being the result of his own conviction, he was sorry to be obliged to declare, that he could make no change in it.

On rising, M. Lafitte told the King that he should retire penetrated with the deepest sorrow; he entreated him to compare the eagerness and enthusiasm which his presence formerly excited with the effect it now produced; that this alteration denoted a deep-seated evil, and he conjured his Majesty to ask himself whether a King of France, who required fifty thousand men to guard him, was really King of France?

* This disapproval of the most important act of the political life of the Duke of Orleans recalls to my recollection a fact of which I was witness. At the Hotel de Ville, some young persons were congratulating themselves, before the citizen-monarch, at having at length got a patriot Prince for a King. "Yes, my friends," exclaimed Louis Philippe, pressing their hands; "yes, a patriot like my father." I also recollect that these expressions caused Lafayette to look serious; that they appeared to him to require explanation, and were one of the chief causes of the interview he had immediately after with the Lieutenant-General, in which the bases of the programme of the Hotel de Ville were proposed and accepted.

LATER FROM EUROPE.—The ship *Huntville* arrived last evening, furnishes London papers of 7th, and Liverpool of 8th ult.; they impart no news.

The Marquis of Palmella, who had been on a special mission to London from Don Pedro at Oporto, had a long conference with Lord Palmerston on the 4th Sept. and departed next day for Oporto, in company with Senhor Barbosa, with important dispatches from the British government to Don Pedro.

[From the Journal of Commerce, of Friday.]

AMERICAN BOARD OF MISSIONS.

The annual meeting commenced in this city on Wednesday morning, and will close to-day. In the course of yesterday morning's session, the letter which has been extensively published in the newspapers, purporting to be President Jackson's reply to the memorial of the Board in respect to the Cherokee Indians, was alluded to by one of the members, and the Prudential Committee stated that no such letter had been received by them, and that they had no reason to suppose it was genuine. The following gentlemen were elected officers of the Society for the ensuing year:

Hon. John Cotton Smith, President.	
Hon. Stephen Van Rensselaer, Vice President.	
Rev. Calvin Chapin, D. D. Recording Secretary.	
Hon. William Reed	
Rev. Warren Fay, D. D.	
Hon. Samuel Hubbard,	Prudential
Rev. Benjamin B. Wisner, D. D.	Committee.
Samuel T. Armstrong, Esq.	
Charles Stoddard, Esq.	
Rev. Benjamin B. Wisner, D. D.	
Rev. Rufus Anderson,	Secretaries.
Rev. David Greene,	
Henry Hill, Esq. Treasurer.	
John Teppan, Esq.	
William J. Hubbard, Esq.	Auditors.

The next annual meeting is to be held at Philadelphia, on the 3d Wednesday in September, 1833. Rev. Dr. McAuley, of that city, was appointed to preach the annual Sermon, and Rev. Dr. M'Murray, of New York, his alternate.

PUBLIC ANNIVERSARY MEETING.

The public meeting for the anniversary addresses, &c., was held last evening in Chatham street Chapel. A numerous concourse assembled on the occasion. The speakers were

Rev. Mr. Smith, Missionary to Persia. Hon. Mr. Frelinghuysen, and the Rev. Dr. Beecher.

It appeared from the annual Report, that the receipts of the year had amounted to \$130,574 12, viz. donations \$117,399; legacies \$10,349 93; interest of permanent funds and temporary loans, \$2,833 19. Expenditures, including \$2,941 95 for which the Board was indebted at the beginning of the year, \$190,896 48. Leaving a balance in the treasury, \$6,677 64.

The Society has missions at the Sandwich Islands, in the Mediterranean, in Ceylon, in continental India, in China, in Siam, and among the aborigines of our own country. The accounts received from them are in general highly encouraging.

BOMBAY.—At Bombay and vicinity, there are 35 schools under direction of the missionaries, containing 1940 scholars, of which 455 are girls; a fact which Americans will hardly appreciate as they ought. Until very recently, the idea of a female learning to read, would have been regarded by the native population as the height of absurdity. The Mission Press is very active, having printed during the year 1831, 1,481,300 pages, and since the first establishment of the mission, 11,481,000 pages.

CEYLON.—This mission has been, in many respects, far more successful than that of Bombay. The number of native children and youth in the Schools, is 3,560, of whom 617 are females. There is a sort of High School at Batticotta, to which students of promise in the lower schools are transferred, after they have advanced to a certain stage of progress, containing 83 native young men, 38 of whom are members of the Mission Church. The whole number of native church members connected with the mission, is 170.

CHINA AND SIAM.—The only missionary which the Society has in China, is Rev. Elijah C. Bridgman. He has not been long there, and has been engaged, so far, mainly in acquiring a knowledge of the language. A printing press has been sent out to his aid, and a printer, Mr. S. W. Wells of Ulia, is expected to go out in the course of a few months. The missionary at Siam is Rev. David Abel, formerly of this city.

MISSION AMONG THE CHEROKEES.—This mission has been greatly embarrassed in consequence of the proceedings of the State of Georgia, and the refusal of the National Executive to afford protection either to the missionaries or Cherokees. The consequence is, that two of the missionaries, Messrs. Worcester and Butler, are in the Georgia Penitentiary, and most or all of the others, except a few females, have removed into those parts of the nation not claimed by Georgia. As this subject is of great importance to the public, both in a civil and religious point of view, we subjoin a considerable extract from the Report, embracing a succinct view of the history of

the persecutions endured, and the present state of the mission. The number of church members connected with the mission, exclusive of the missionary families, is about 330. Many of the schools have been broken up, and of course the number of children is greatly diminished.

Extracts from the Report.

It was stated in the Report of last year, that the missionaries had been driven from Carmel, Hightower, Haweis, and New Echota, by the Georgia guard. The missionaries at the former places, after having been once arrested and discharged by order of the Court in Gwinnett county, Georgia, thought it expedient, when they were threatened with a second arrest, to remove their families out of that portion of the Cherokee territory over which Georgia claimed jurisdiction. On this point the Committee, when consulted, left them to act according to their own conviction of duty, as citizens of the United States, and missionaries of the Lord Jesus Christ.

Messrs. Worcester and Butler were arrested and brought to trial before the Supreme Court of the State of Georgia, sitting in Gwinnett county, on the 15th of September. The Jury in their verdict, declared them guilty of residing in that portion of the Cherokee territory claimed by Georgia, contrary to the laws of that State, and on the following day they were sentenced to four years imprisonment at hard labor in the Penitentiary of that State. Nine other persons were tried and sentenced to the same punishment by this Court;—one of them was a preacher of the Gospel, of the Methodist denomination, and four others were professors of religion. On their arrival at the gates of the Penitentiary, pardon was offered to them, on condition that they would promise not again to reside in the Cherokee country. With these offers all complied except Messrs. Worcester and Butler, who were accordingly thrust into prison, where they have remained to the present time. Mrs. Worcester and Mrs. Butler, still remain at New Echota, and retain possession of the mission premises.

Messrs. Worcester and Butler, on their trial before the Superior Court of Georgia, had the aid of good legal counsel, who urged in their defence, and as a bar to the indictment, that the Cherokee country was not within the jurisdiction of Georgia, and that their arrest and trial under the laws of that State were contrary to the Constitution, Treaties, and Laws of the United States. They therefore determined, with the approbation of the Prudential Committee, to appeal to the Supreme Court of the United States. Measures were accordingly taken to bring their case in due form before that tribunal.

In the meantime, as the Missionaries entered the Cherokee country with the express sanction and protection of the Executive of the United States, the Committee, in accordance with the instructions of the Board at its last annual meeting, forwarded a memorial to the President, containing a full statement of the embarrassments and injuries to which the Missionaries and Missionary property in the Cherokee Nation had been and were subjected, together with the circumstances connected with the arrest and imprisonment of Messrs. Worcester and Butler, and praying that the power of the Executive might be interposed to protect the Missionaries in their labors from further molestation and violence, and that the Attorney-General of the United States might be instructed to commence a suit against the offending officers of the State of Georgia for the arrest and imprisonment and other injurious treatment of the Teachers and Missionaries, in violation of the Treaties and Laws of the Union, and their rights as citizens of the same.

The President replied to this memorial, through the Secretary of War, simply stating, that as Georgia had extended her laws over the Cherokees, the various Acts of Congress providing a mode of proceeding in such cases, inconsistent with the State laws, became inoperative, and that he, therefore, had no authority to interfere.

A writ of error was granted by one of the Justices of the Supreme Court of the United States, on the application of Messrs. Worcester and Butler, and the case was brought up and ably argued on the 20th, 21st, and 23rd day of Feb. last, by Messrs. Wirt and Sergeant, in behalf of the plaintiffs in error. The decision of the Court was pronounced by Chief Justice Marshall on the 3d of March last. The Court exhibited at length, in a very lucid and convincing manner, the nature and extent of the right of discovery, the original ground upon which different European powers laid claim to the continent, the manner in which the lands of the Indians have heretofore been obtained, the import and bind-

ing obligations of the treaties which have been made with the Indians, and the manner in which the Constitution of the United States and the Acts of Congress relating to the Indian affairs are to be understood. The laws of Georgia enacted within the last two or three years, extending the jurisdiction of that state over the Cherokee country, were also examined by the Court, and declared to be repugnant to the Constitution, Treaties and laws of the United States. The mandate of the Court was immediately issued, reversing and annulling the judgment of the Supreme Court of Georgia, and ordering that all proceedings on the indictment against the prisoners do forever surcease, and that the prisoners be and hereby are dismissed therefrom.

A motion was made on the 17th of March in the Superior Court of Georgia by Messrs. Chester, Underwood, and Harden, the counsel for Messrs. Worcester and Butler, that the mandate of the Supreme Court of the United States be received and entered upon the records, and that a writ of habeas corpus be issued to bring the prisoners before the Court, for the purpose of their discharge in obedience to said mandate. After this motion had been argued, the Court refused to obey the mandate of the Supreme Court, or to discharge the prisoners. The Court refused to allow the motion, or the decisions of the Court upon it, or any matter relating to the case, to be entered on its records.

On the 4th of April the principal counsel for the prisoners addressed a letter to the Hon. Wilson Lumpkin, Governor of the State of Georgia, enclosing the decision and mandate of the Supreme Court of the United States, and the doings thereon in the Superior Court of Gwinnett county, praying that he would exercise the power entrusted to him as Chief Magistrate of the State, and discharge the prisoners. To this application Governor Lumpkin refused to answer in writing, but gave a verbal denial.

A memorial to the President of the United States was prepared by the counsel for the prisoners in their behalf, praying him to interpose his authority for enforcing the decision of the Court; but after consideration, it was deemed inexpedient to present it in the present stage of the case. It was also, after consultation with the friends of the Board and of the Indians, in Congress, deemed inexpedient to petition that body on the subject during their last session. The case will probably be brought before the Supreme Court again at their next term, when they will take such measures as in their wisdom they shall think best, for enforcing their decision. It must be left to Providence to decide how this painful business shall terminate, and what shall be its influence on the Indians, and on our own Government and country. In the meantime the Missionaries and their bereaved families are earnestly commended to the continued prayers of the members of the Board and its patrons, and to the merciful care of the Great Head of the Church.

During the year, Messrs. Worcester and Butler, while separated from their beloved families and labors, condemned to an ignominious punishment, and shut up in a Penitentiary with felons, have been placed in a most trying situation, requiring great fortitude, and a firm reliance on the faithfulness of their covenant God and Saviour. They have, without doubt, shared largely in the sympathies and prayers of the churches throughout the land, especially of the Christian Cherokees; and it ought to be a cause of devout thanksgiving in their behalf that they have been so fully satisfied as to their duty, have possessed so much contentment and peace of mind, and enjoyed so many manifestations of the Divine presence and favor, and have had so much spiritual enjoyment. Nor should it be noticed with less gratitude, that they have been enabled so well to maintain the Christian character, and to exhibit, in all the trials and sufferings to which they have been subjected by the officers of the State of Georgia, that meekness and benevolent forbearance which the Gospel requires. It is believed that in all their correspondence there has not been one word which indicates an angry, unforgiving, or vindictive spirit.

It is due to Charles E. Mills, Esq. keeper of the Penitentiary, to mention, that Messrs. Worcester and Butler, as prisoners, have been treated with great kindness. Their tasks have not been severe. They have been allowed to see their friends and to correspond with them as freely as the regulations of a prison could be expected to permit, and every indulgence seems to have been granted them which could be expected in such circumstances, for promoting their personal comfort.

Their health during most of the year has been

For brig Frank, from Hull—Mr E. B. Crump, Mr A. Mrs Snijor, and 61 in the storage.
In the ship Albany, from Havre—V G Shaw, Boston; Lovell, Purdy, N York; F Homassol, France; and 140 in the storage.
In the brig Dorothea, from Hamburg—V Troeger.
In the brig Marcellis, from St Petersburg—Mr E. Plasse.

Denmark, hung himself, one day out from Elsinour, and left the following note—I am tired of living, and am determined to make way with myself the first opportunity—please inform my friends of the act.

In the ship *St George*, from Liverpool—Mr J Cox and lady, of Manchester; W Hurton and lady, of London; F Hincks and lady, of Belfast; Mrs Haight and 2 children, Mrs Hughes, and Miss Powell, of Birmingham; Mr G Taylor, of London; D H Durand, of New York; J Wise, of Northampton, and 52 in the steerage.

In the ship *Joshua Bates*, from London—Joseph Jones, and 96 in the steerage.

In the ship *Britannia*, from Liverpool—Townsend Wood and lady, of Liverpool; Messrs Seawell Tappan, B S Field and W A Hayden, of Boston; Edward Manlove, of Charleston, S C; Russon Mawry, of Liverpool; Edward Pawpaw, Colombia, S A.

In the ship *Hunterville*, from Liverpool—Rev J Barry, lady and 5 children, Misses Ruth Barrett, Mary Ann Barrett, and Eliza Hippie, Dr T Blackwood, Rev Nicholas O'Donnell, of Philadelphia; J Mungrove, Esq, P Wiseman, and lady, M Manning.

In the ship *James & Henry Cumling*, from London—Mrs H Erving and 5 children, Alfred West and lady, Messrs West and lady, Edmund Bell, Samuel C Sawell, and 63 in the steerage.

In the ship *Greenock*, from London—Mr Andrews, lady, and child, Mr Small and lady, Messrs Weston, Brondsen, Larkin, Godsallos, Oran, Wetherby, and 23 in the steerage.

In the ship *Tallahassee*, from Liverpool—Messrs J Heriot, J Carnegie, G W Cadd, Com. Anderson, and Deet J Quail.

In the ship *Albion*, from Amsterdam—Mr Haas and lady, and 105 in the steerage.

In the ship *Splendid*, from Liverpool—Messrs Walker, Brudin, and 31 in the steerage.

In brig *Hope*, from Hamburg—A M Andre, N Andre, M Harma, C Curran, C Schutte, J J Shellingher, T Tokes, and one in the steerage.

Per ship *Philadelphia*, from London—Lieut Col Eden, British Army, lady, son and servant; Mr B Hawes, lady, family and three servants; Dr H B Goodman, lady and son, London; Mrs Holloway, do; Mr H Holland, lady and servant, England; Capt William Ramsey and servant, U S; Capt G R Barry and servant, U S; Col Miller Holloway, Colombia Army; Dr S S Peck, N York; George M Walburg, Esq, Georgia; Sylvester Hovey, Prof Amherst College, Mass; Charles Nagg, Prof Vienna; George Harvey, Artist, Boston; Henry Bergh, N York; John Atkins, England; Don Antonio Arguencola, Mexico; and Robert Hunter, Jr, Cowes, Isle of Wight.

Per ship *Saluda*, from Charleston—Rev Bishop Bowen, Rev A Gibbs, L Logan, Messrs Paterson, Hayward, and four in the steerage.

Per ship *Vestal*, from Liverpool—Messrs W J & E Mantrin.

In the new packet ship *George Washington*, sailed yesterday for Liverpool—Mr Clarke and lady, of Boston; Mrs and Miss Wainwright, of do; Miss Hay, Messrs Weyman, S J Tobias, Jr, Richard N, Thorn, Ward, Sheldon, Rosamund, Langton, and Steel, of N York; H Randolph, of British Navy; Todd, of Boston; A Duncan, of Canadaigua; Rev Mr Cartwright, D Rankin, W Heckermer, and Dr Robinson, of Kingston, Jam; Mr Gordon, of France; Geo Soney, of Ireland; Brownell, and Eddin, of S America; Joaquin M Errazu, Ledward, and Messrs Ledward, S Mexico, and Col De Latre, of Canada.

MARRIAGES.

MARRIED—On Thursday evening, 4th inst, by the Rev. Dr. Cox, Henry W Taylor, Esq, of Canadaigua, N. Y. to Miss Martha C. Masters, eldest daughter of Thomas Masters, Esq, of this city.

In this city on Thursday evening, October 4, by Rev. Joel Parker, Thomas Mudge, of Pittsfield, Mass, to Maria Nancy Tillotson, of Farmington, Conn.

At the Western Hotel, last evening, by the Rev. Joel Parker, Mr. Charles E. Mudge, of Cincinnati, Ohio, to Miss Anne A. Mudge, of Lynn, Mass.

On Wednesday evening 10th inst, by the Reverend Jacob Brodhead, Mr. Henry Beach, Merchant, of New Orleans, to Miss Elizabeth A. daughter of Martin E. Thompson, Esq, of this city.

On Wednesday evening, the 10th instant, by the Rev. William Parkinson, Mr. Alfred Anderson Smith, to Miss Catherine Matalda Wines, daughter of Salem Wines, Esq, all of this city.

On Tuesday evening, the 8th instant, by the Rev. Bishop O'Donnell, William A. Hunter, M. D. to Catherine, daughter of the late Charles Stewart, Esq.

At Springfield, (Conn.) on Monday evening, Oct. 1, by the Rev. J. Whitley, Mr. Giles Bagnack, of New Orleans, to Miss Ann E., daughter of Samuel F. Denison, Esq, of the former place.

In Batavia, Ohio, on the 13th inst., by the Rev. Joseph W. Davis, Mr. Eli W. Dray, to Miss Permelia Davis.

At Mecca, Ohio, on the 13th inst., by the Rev. Olaus S. Eels, Mr. Aaron Davis, to Miss Elvira C. Knox.

In Canfield, Ohio, on the 11th inst., by the Rev. Wm. O. Stratton, Mr. Lyman Warner, to Miss Mary Tanner; Mr. James Jones, to Miss Huldah Tanner; and Mr. David Hollister, to Miss Jane Tanner, all daughters of Mr. Edmund P. Tanner.

In Brunswick Co., Va., on the 5th inst., at the residence of Richard W. Field, Esq, by the Rev. Wm. S. Plumer, of Petersburg, the Rev. Thomas P. Hunt, of Wilmington, N. C., to Miss Ann M. Field, eldest daughter of the late Dr. Richard Field.

In Brunswick Co., Va., on the 10th ult., by the Rev. John Grammer, Doctor Theophilus Meade, of Southampton, to Miss Susan Hawkins.

In Brunswick Co., Va., on the 13th ult., Mr. Ephraim J. Rawlings, to Miss Sarah Ann Wingfield.

DEATHS.

DIED—Thursday afternoon, Oct. 4th, of a lingering illness, Margaret, wife of Pierre M. Irving, aged 23 years.

Friday evening, Oct. 5, of a lingering illness, Elizabeth, the wife of R. Graves, M. D. in the 62d year of her age.

On Saturday morning, Oct. 6, of inflammation of the brain, Mr. Patrick Hargraves, in the 31st year of his age.

On Sunday morning, October 7th, at the country residence of Mrs. Hobart, near Springfield, N. J. Jane Candler, eldest daughter of the late Rev. Bishop Hobart in the 22d year of her age.

On Saturday afternoon, 6th inst, of consumption, aged 31 years, Mrs. Eliza B. wife of Mr. Peter Poillon.

Yesterday afternoon, after a lingering illness, Mary Anna Town, in the 33d year of her age, daughter of Charles Town. Last evening, after an illness of three months, Mr. Philo Judson, of this city, aged 61 years.

Suddenly, on Wednesday Evening, in the 33d year of age, Smith Thomas.

On Wednesday afternoon, Thomas Stokes, Esq, aged 66 years.

At Jersey City, on Wednesday, the 10th instant, of Apoplexy, Mr. William Durant, in the 54th year of his age.

On the 27th ult. at Brooklyn, Conn. Mrs. Sabrina Kellogg, wife of the Rev. Ezra B. Kellogg, in the 34th year of her age. Mrs. Kellogg was extensively and favorably known in this State and in Ohio.

In Howland, Ohio, on the 18th inst., very suddenly, Mr. Samuel Ewalt, aged 27 years.

In Lexington, Ky., on the 25th of August, in the 86th year of her age, Mrs. Susanna Hart, widow and relict of the late Col. Thomas Hart.

At Sheffield, England, on the 3d of September last, Rosa Elizabeth, aged twenty-six years, wife of Mr. Samuel Butcher, and daughter of the late Theodor Bliss, of this city.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 137 persons during the week ending on Saturday last, 6th inst. viz: 43 men, 26 women, 33 boys, and 35 girls—of whom 30 were of the age of 1 year and under, 14 between 1 and 2, 12 between 2 and 5, 3 between 5 and 10, 7 between 10 and 20, 15 between 20 and 30, 13 between 30 and 40, 22 between 40 and 50, 12 between 50 and 60, 7 between 60 and 70, 1 between 70 and 80, and 1 between 80 and 90.

Diseases: Apoplexy 2, casualty 3, cholera morbus 1, cholera malignant 2, consumption 27, convulsions 10, dropsy 2, dropsy in the head 6, drowned 1, dysentery 3, fever 1, fever scarlet 2, fever typhus 3, flux infantile 9, hives or croup 2, inflammation of the bowels 3, inflammation of the liver 2, inflammation of the stomach 1, intemperance 1, marasmus 3, measles 1, old age 2, palsy 1, peripneumony 1, pleurisy 1, scirrhus of the liver 1, stillborn 6, tabes mesenterica 2, tetanus 2, unknown 3, whooping cough 1. ABRAHAM D. STEPHENS, City Inspector.

The following are the weekly interments in this city since the 30th June—specifying the number from Cholera Malignant:

Week ending July 7—	191 interments, of which 50 of Cholera
Do. do. 14—	410 " " " 336 "
Do. do. 21—	387 " " " 718 "
Do. do. 28—	379 " " " 686 "
Do. August 4—	360 " " " 383 "
Do. do. 11—	457 " " " 391 "
Do. do. 18—	444 " " " 323 "
Do. do. 25—	391 " " " 179 "
Do. Sept. 1—	324 " " " 138 "
Do. do. 8—	353 " " " 201 "
Do. do. 15—	291 " " " 128 "
Do. do. 22—	238 " " " 73 "
Do. do. 29—	180 " " " 50 "
Do. October 6—	187 " " " 24 "

Total since 30th June, 5,374 interments, 3,471 of Cholera

COAL TRADE.

During the week ending Sept. 23d, 32 schooners and sloops, and 2 barges, cleared from Rondout, laden with Lackawanna Coal; of these 5 were bound to New York, 3 to Boston, 2 to Fall River, 6 to Providence, 1 to Worcester, 1 to Cambridgeport, 1 to New Bedford, 1 to Troy, 2 to Hudson, 1 to Stuyvesant, 1 to Coxsackie, 2 to Poughkeepsie, 1 to Beddows Island, 1 to Norwich, 1 to Newburgh, 1 to Taunton, 1 to Williamsburg, 1 to Governor's Island, 1 to Yonkers, and 1 to Fishkill.

Delaware and Hudson Canal, Tide Water, Edlyville. Arrived during the week ending Sept. 23d, 40 boats, with general freight;—rafts; and 121 coal boats, with 3,666 tons 16 cwt. weight, with 49,374 tons 5 cwt. per last report, makes the total amount of coal received this year 22,041 tons 1 cwt. Cleared during the week, 146 boats.

JAMES LOCKWOOD, Collector.

NOTICE.

NOTICE IS HEREBY GIVEN, that Books of Subscription to the Capital Stock of "THE NEW-YORK AND ERIE RAILROAD COMPANY" will be opened on the 18th and 19th days of October next, at 10 o'clock A. M. at the Merchants' Exchange, in the city of New York, and also at Manning's Hotel, in the village of Owego. The Shares are one hundred dollars each. A payment of five dollars on each Share is to be made at the time of subscription.

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RAILROAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several incorporated Companies, have made such arrangements in England, and where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. BALSTON.

Philadelphia, Sept. 16th, 1832. They have on hand *Railway Iron Bars*, viz: 95 tons, of 1 inch by 1 inch—300 do. 1 1/2 by 1 1/2—135 do. 1 3/4 by 1 3/4—500 do. 2 by 1 inch—5 do. 2 1/2 by 1 inch—in lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2 1/2 by 1 1/2 inch; with Splicing Plates and Nails, shortly expected.

This iron will be sold duty free, to State Governments and incorporated Companies, and the drawback taken in part payment.

POSTSCRIPT.

LATER FROM ENGLAND.—The packet ship *Philadelphus* from London arrived on Thursday, bringing papers of 16th ult. We are indebted to the Daily Advertiser for the items from them that follow—which, however, are of very little interest.

It is stated in the London Court Journal, that Joseph Buonaparte had taken for one year, the house of General Sir George Ashe, No 23, Park Crescent.

A second division of recruits, raised in England, left the rendezvous in Westminster, on the 2d Sept. to join Don Pedro. The division consisted of 170 men, most of them farmers. They went out in steamers.

Charles X and his family having signified to the King of England his purpose of leaving Great Britain, was informed very courteously that some vessel of the Royal navy would be put at his disposal to convey himself and family to the continent. Subsequently, on the representation as was supposed of M. de Mareuil, the French resident minister, this offer was withdrawn, and the Duchess of Angoulême had proceeded in an ordinary packet boat to Rotterdam.

Don Pedro continued to fortify Oporto, and Miguel to make unsuccessful attacks.

Coffee, British Plantation, had recovered the 1.6d it had lost. Foreign Coffee, dull. Cotton, brisk. Saltpetre, 34 a 34s 6d.

Sales of Cotton at Liverpool, Monday 10th, 8000 bales; 11th, 4000; 12th, 5000—at full prices.

London, Sept. 16.—Don Pedro has not advanced, but on every side we hear of preparations made to enable him to carry on the war with superior means, while Miguel keeps at a prudent distance, most deeply penetrated with the wisdom of that sage maxim, which teaches

"The better part of valor is discretion."

Great efforts have been made by the invader to fortify Oporto, and we are told that it is almost impassable. One who is on the spot writes—

Nothing new had taken place in Portugal; but the prospects of Don Pedro had assumed a more promising aspect, from the active interest taken in his favor both in England and France. Vessels were preparing to sail for Oporto, with man, arms, provisions, &c., and several had already departed. Constitutionalists and soldiers who had served in favor of freedom in the Peninsula, are now proceeding to support the common cause in Portugal. Several hundred Poles are also to be added to the army of Donna Maria, which will soon be enlarged, it is said, to double its present numbers.

FALL ARRANGEMENT.

THE PATERSON AND HUDSON RIVER RAILROAD continues in operation from Paterson to Aquackanonk, which is within ten miles of the Ferries at Hoboken and Jersey City, and until further notice, a passenger Car will depart from the Depot at those places daily, (Sundays excepted) at the following times:—

FROM PATERSON.	FROM AQUACKANONK.
At 8 o'clock, A.M.	At half past 10 o'clock, A.M.
1/2 before 10 do do	1/2 before 1 do P.M.
12 do do	half past 2 do do
3 do P.M.	5 do do
half past 4 do do	half past 6 do do or as soon as the last stage arrives there from N. York.

ON SUNDAYS.

At 8 o'clock, A.M.	At 9 o'clock, A.M.
half past 9 do do	10 do do
half past 12 do P.M.	3 do P.M.
half past 4 do do	half past 5 do do

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

These villages have become remarkably healthy, and persons who wish to avail themselves of this rapid, delightful and safe mode of travelling, will now have a favorable opportunity afforded to them.

Distance 4 1/2 miles, average passage 22 minutes. Fare 18 pence—Children under 12 years half price.

By order, E. B. D. OGDEN, Sec'y.

The Editors of Newspapers who advertise for the Company, will please to insert the above in the place of the former advertisement. Paterson, October 1, 1832.

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmyra, Wayne County, New-York, 1st mo. 2d, 1832.